



BOARD OF DIRECTORS 2024

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EXECUTIVE DIRECTOR

REVISED AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

November 07, 2024, 9:00 am

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA
and
San Bruno City Hall
Conference Room 138, 570 Linden Ave
San Bruno, CA 94066

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/87581188408?pwd=OFNUYTVFdExlOXRkR2tQOENXQUhhUT09> or by entering Webinar ID: **875 8118 8408**, Passcode: **033088** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, or any other noticed location.

Public Comments: Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The Board Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

November 07, 2024 - Thursday

9:00 am

All items to which [Government Code section 84308](#) applies have been marked with an asterisk. A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.

PART I OF MEETING (CALL TO ORDER): 9:00 am

1. Call to Order / Pledge of Allegiance / Safety Moment
2. Roll Call
3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances
4. Request to Change Order of Business

PART II OF MEETING (CLOSED SESSION): 9:05 am estimated

5. Closed Session: Public Employee Performance Evaluation: Executive Director (Gov. Code § 54957(b)(1))
6. Closed Session: Public Employee Performance Evaluation: General Counsel (Gov. Code § 54957(b)(1))
7. Closed Session: Conference with Real Property Negotiator (Gov. Code § 54956.8)
 - 7.a. Property: 375 Beale Street, San Francisco, CA
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel
Negotiating parties: Bay Area Headquarters Authority
Matter under negotiation: Price and terms of payment

- 7.b. Property: 166 N. Rollins Road, Millbrae, CA
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel
Negotiating parties: San Mateo County Transit District
Matter under negotiation: Price and terms of payment
- 7.c. Property: 153 Townsend Street, San Francisco, CA
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel
Negotiating parties: Ellis Partners and China Basin Ballpark Company, LLC
Matter under negotiation: Price and terms of payment
- 7.d. Property: 305 Main Street, Redwood City, CA
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel
Negotiating parties: Santa Clara Valley Transplantation Authority
Matter under negotiation: Price and terms of payment
- 7.e. Property: 488 South Almaden Boulevard, San Jose, CA
Agency Negotiator: Michelle Bouchard, Executive Director; Li Zhang, Chief of Commercial & Business Development; Nadine Fogarty, Director, Caltrain Real Estate and TOD; James Harrison, General Counsel
Negotiating parties: Brugger Corporation
Matter under negotiation: Price and terms of payment

PART III OF MEETING (REGULAR SESSION): 10:30 am estimated

- 8. General Counsel Report – Report Out from Above Closed Session (Verbal)
- 9. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
- 10. Report of the Executive Director Informational
- 11. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately.
 - 11.a. Meeting Minutes of October 3, 2024 Motion
 - 11.b. Appointment of the Citizens Advisory Committee Representative for Santa Clara County Motion

Approved by the Finance Committee

11.c. Accept Statement of Revenues and Expenses for the Period Ending June 30, 2024, and Approve Retroactive Amendment to the Fiscal Year 2024 Operating Budget Resolution

11.d. Accept Statement of Revenues and Expenses for the Period Ending September 30, 2024 Motion

Approved by the Technology, Operations, Planning, and Safety (TOPS) Committee

11.e. Authorize Executive Director to Execute Agreement with SamTrans to Add Rail Safety Direct Service Positions* ** Motion

11.f. Adoption of Caltrain 10-Year Capital Improvement Plan (CIP) Resolution

11.g. Authorize an Amendment to the Contract with Allied Universal for Security Guard Services to Extend the Term by 18 Months and Increase the Contract Amount by \$1,977,976* Resolution

Approved by the Advocacy and Major Projects (AMP) Committee

11.h. Receive Railyards Preliminary Business Case Update and
~~11.i.~~ Authorize Execution of Caltrain/Prologis Cooperation Agreement* Resolution

11.i. Authorize Execution of a Cooperative Agreement with Diridon
~~11.h.~~ Partner Agencies to Establish Interim Project Organization Structure* ** Resolution

12. State and Federal Legislative Update Informational

13. Reports (Verbal)

13.a. Report of the Citizens Advisory Committee Informational

13.b. Report of the Chair Informational

13.c. Report of the Local Policy Maker Group (LPMG) Informational

13.d. Report of the Transbay Joint Powers Authority (TJPA) Informational

14. Correspondence

15. Board Member Requests

16. Date / Time / Location of Next Regular Meeting: Thursday, December 5, 2024 at 9:00 am
at San José City Hall Council Chambers, 200 E Santa Clara Street, San Jose, CA 95113

The meeting will be accessible via Zoom and in person.

17. Adjourn

Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电 1.800.660.4287

Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB TOPS and AMP Committee: Two Wednesdays before the Board meeting, 1:30 pm and 3:30 pm respectively. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom. *Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment*

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to publiccomment@caltrain.com so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.



Executive Director's Monthly Report: October 2024

Executive Director Michelle Bouchard

Report prepared for November Board meeting; data current through September 2024.

Who We Are and What We Do

Caltrain Mission: Caltrain is a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances quality of life for all.

Caltrain Vision: To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.



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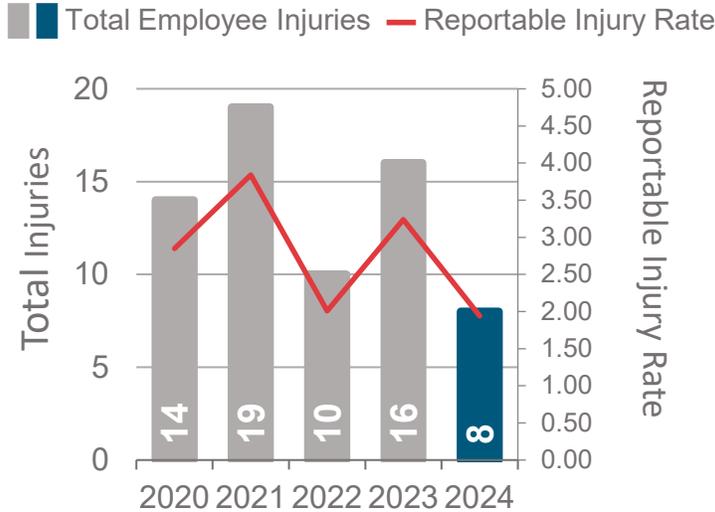
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Safety Updates – Injuries and Accidents

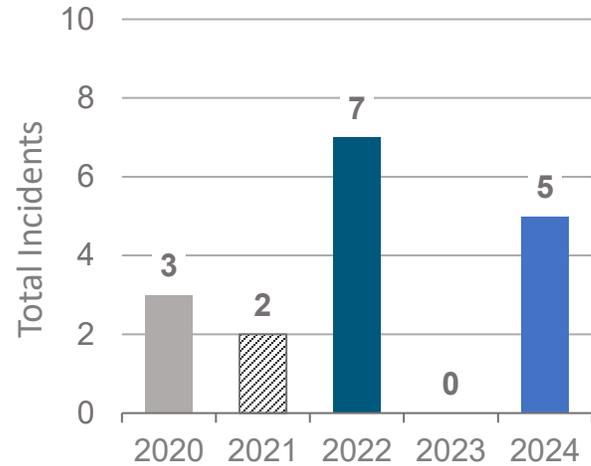
Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain’s cumulative RIR for calendar year 2024 is 1.94.

Strains or sprains constitute the majority (52%) of reportable injuries for Caltrain’s operator.

Reportable Rail Equipment Incidents



Reportable railroad accidents/incidents are divided into three groups: (1) Highway-Rail Grade Crossing; (2) Rail Equipment; (3) Death, Injury and Occupational Illness.

Reportable Rail Equipment Incidents from recent years peaked in 2022. There were no reportable incidents in 2023 but there have been 5 incidents thus far in 2024.

Days without a Reportable Injury as of 10/1/2024

Department	Days Without Injury	Date of Last Injury
Dispatch	1,588	5/27/2020
Operations	125	5/29/2024
Maintenance of Equipment	82	7/11/2024
Maintenance of Way	230	2/14/2024
Other	1,588	5/27/2020





Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

- Safety Champions continue to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers.
- Chief Safety Officer issues regular correspondence to Caltrain employees about the importance of continuing to put Safety First and Always. Recent messages covered topics such as learning culture and safety moments.
- Caltrain recently launched a “Safety Leaders of the Quarter” recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. A new group of Safety Leaders (the fourth cohort thus far) was selected and recognized in October 2024.
- Caltrain staff significantly expanded the Rail Safety section of the agency’s intranet including links to key resources such as the hazard reporting log.

Recent Engagement Activities

- Attended APTA Mid-Year Safety and Risk Seminar
- Participated in Commuter Rail Safety Committee – presented Caltrain efforts on Roadway Worker Protection, Safety Culture and Grade Crossings
- Engaging cities along corridor to advance tree mitigation efforts
- Attended safety symposium in Pittsburgh, PA to present on Caltrain’s safety culture transformation and discuss best practices with industry peers
- Met with technology companies to discuss GPS navigation safety enhancements for grade crossing areas. Notably, Google introduced an update that now verbally alerts map users when they approach a railroad crossing.
- Launched the internal "Why is Safety Important to Me?" campaign, encouraging employees to share a photo and story that highlights the importance of "Going Home Safely, Every Day." The campaign is featured on digital displays throughout administrative and operations offices.
- Electric train environment communication
- Conducted two additional CPR/AED training sessions for administrative staff, with plans to schedule more
- Conducted joint emergency tabletop exercise between Caltrain/TASI, BART, San Bruno Fire Department and samTrans in June 2024

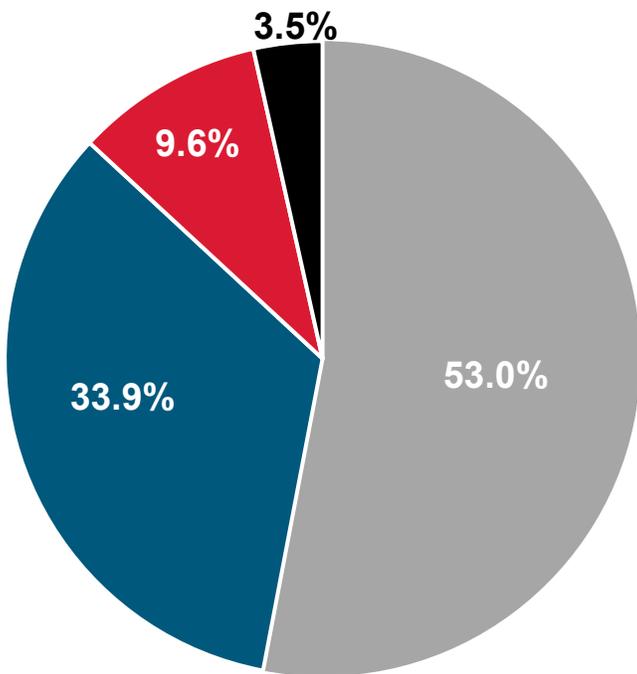




Security Update

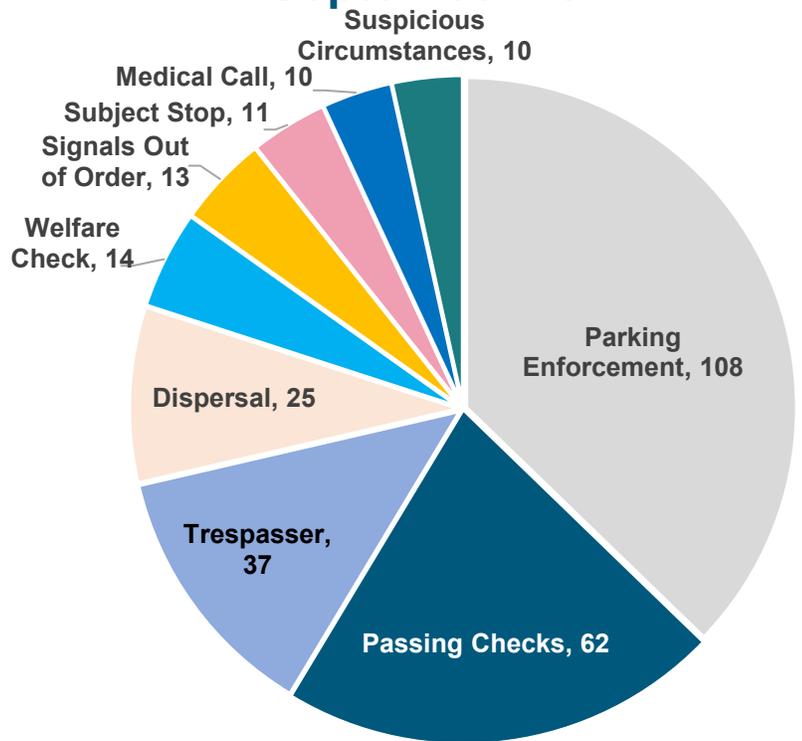
The San Mateo County Sheriff's Office Transit Police Bureau is Caltrain's contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, right-of-ways and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

Calls for Service by County September 2024



- San Mateo
- Santa Clara
- San Francisco
- Unknown

Number of Calls by Category September 2024¹



September 2024 Service Call Data

Overall Average Response Time: **20:02**

Average Response Time for **Priority 1** Calls*: **18:28**

Average Response Time for **Priority 2** Calls**: **19:06**

*Priority 1 Calls: *In Progress – Crimes Against Persons*

**Priority 2 Calls: *Just Occurred – Crimes Against Persons/In-Progress Property Crimes*

Footnote 1: Total calls for service totaled 435 in September across 19 categories. The pie chart shows the top 9 categories representing 290 calls or 67% of the total.

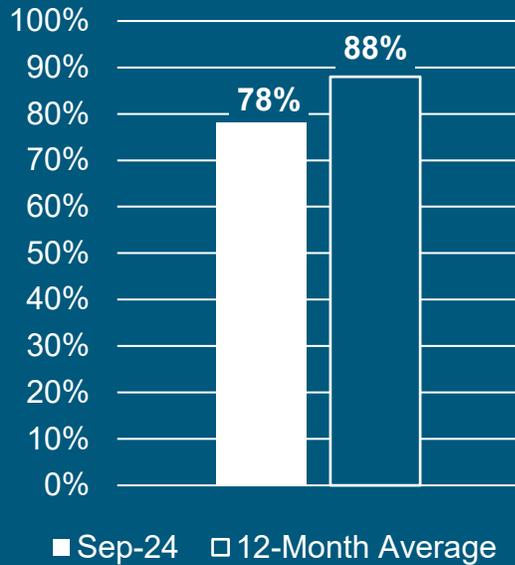




Performance at a Glance

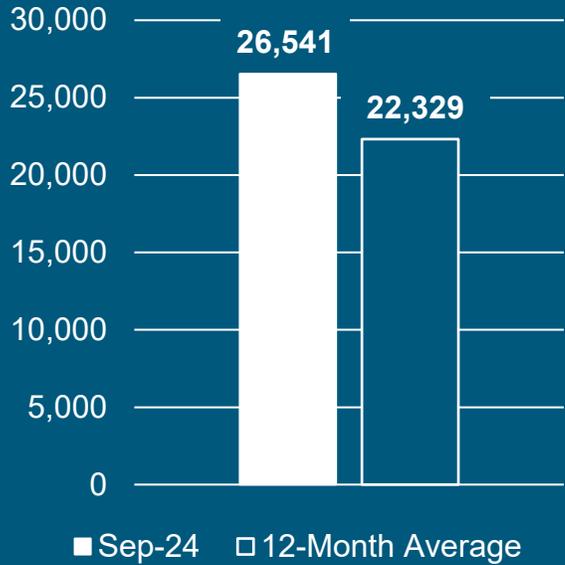
On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



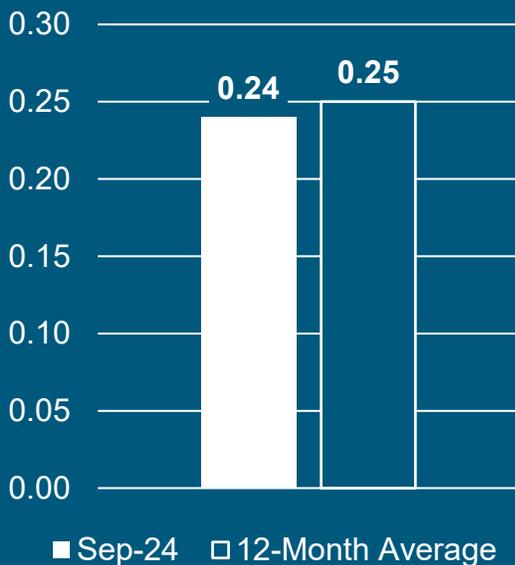
Average Daily Ridership

Average estimated weekday ridership



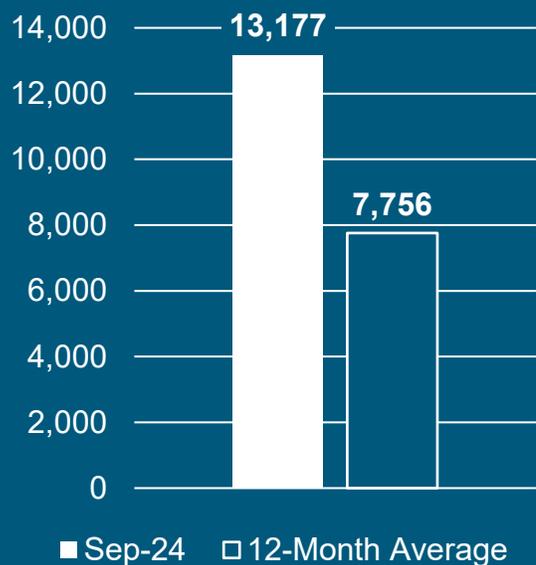
Farebox Recovery Ratio

Ratio of fare revenue to operating costs



Mean Distance Between Failures

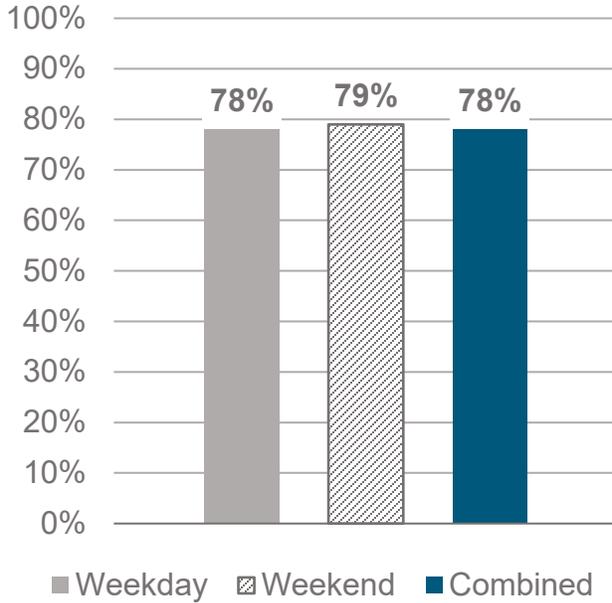
Average miles travelled by locomotives before maintenance/repair is required





On-Time Performance

Performance This Month (Sep-24)

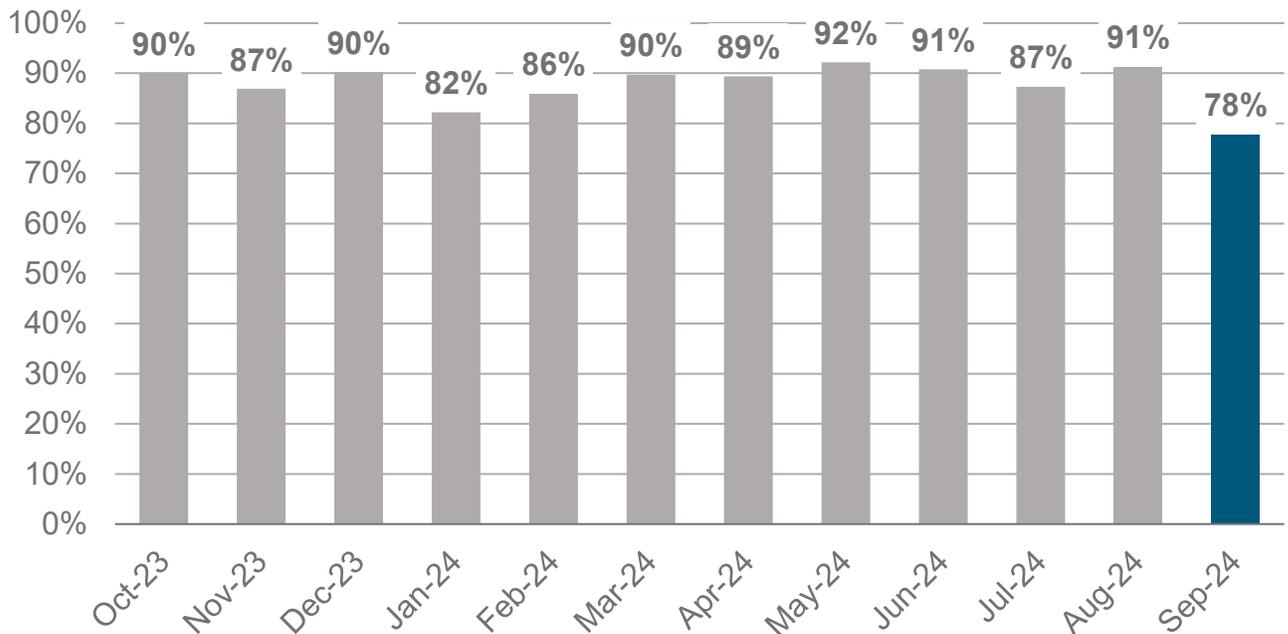


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95 percent. Combined OTP for the month of September was 78%.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year





Delays and Cancellations

Jul-24

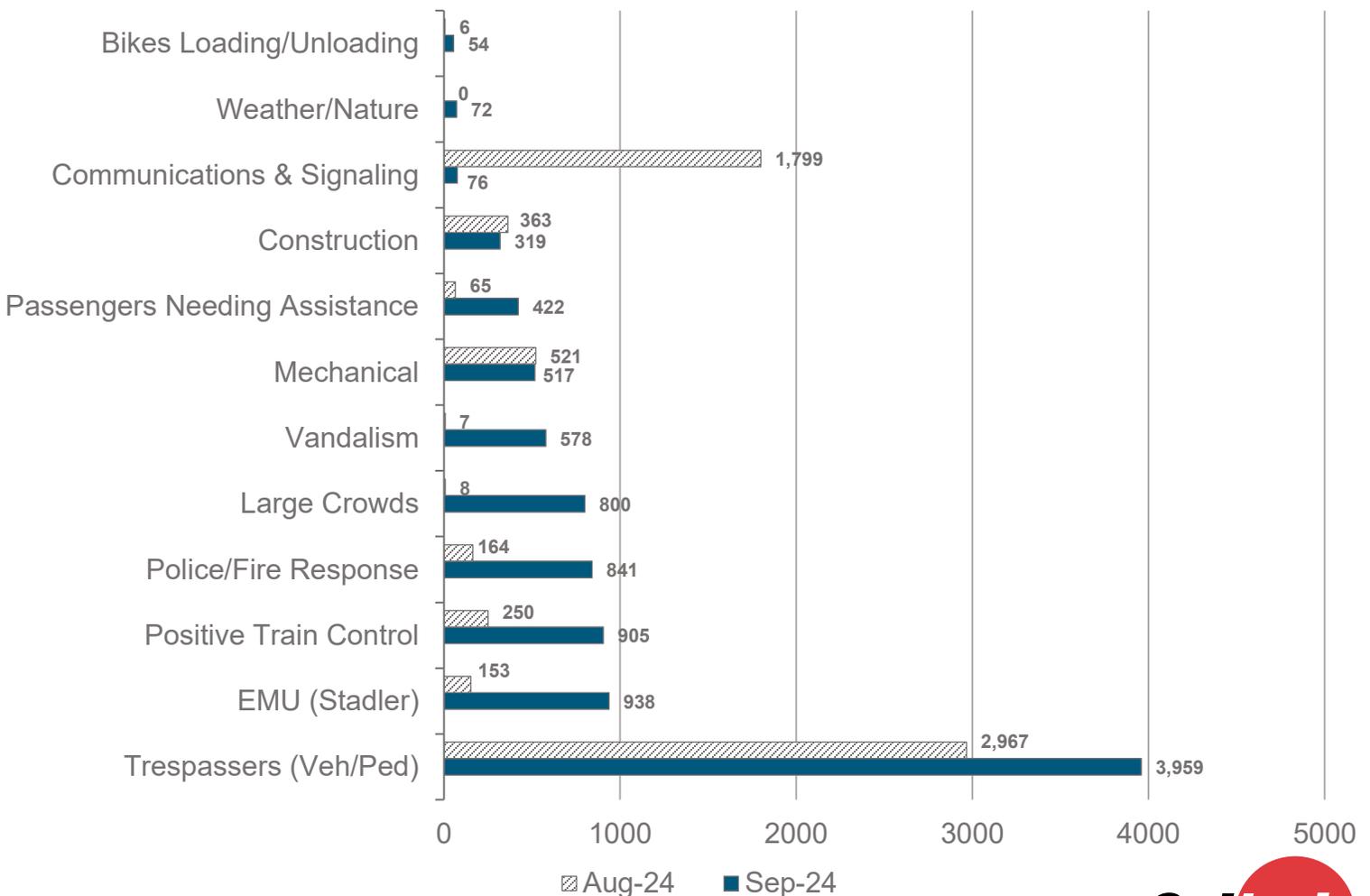
Aug-24

Sep-24

Number of Late Trains	326	224	574
Average Minutes Late for Late Trains	31	29	22
Number of Cancelled Trains	15	12	24

Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run, as well as those that are annulled before they begin to operate.

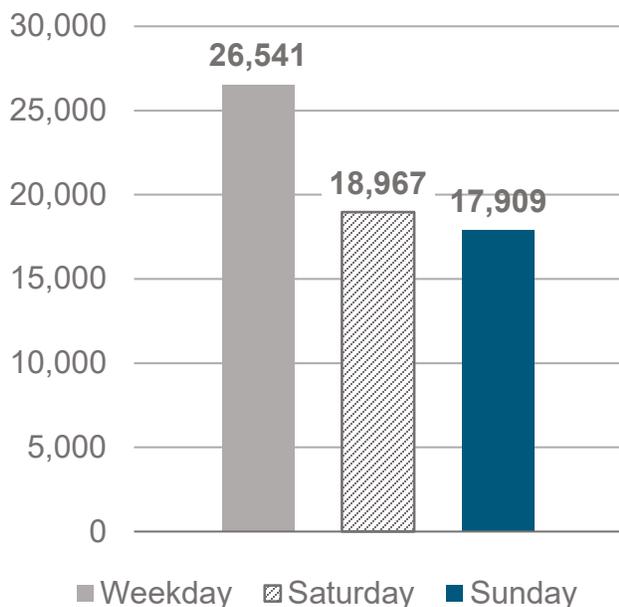
Reasons for Train Delays, by Minutes of Delay





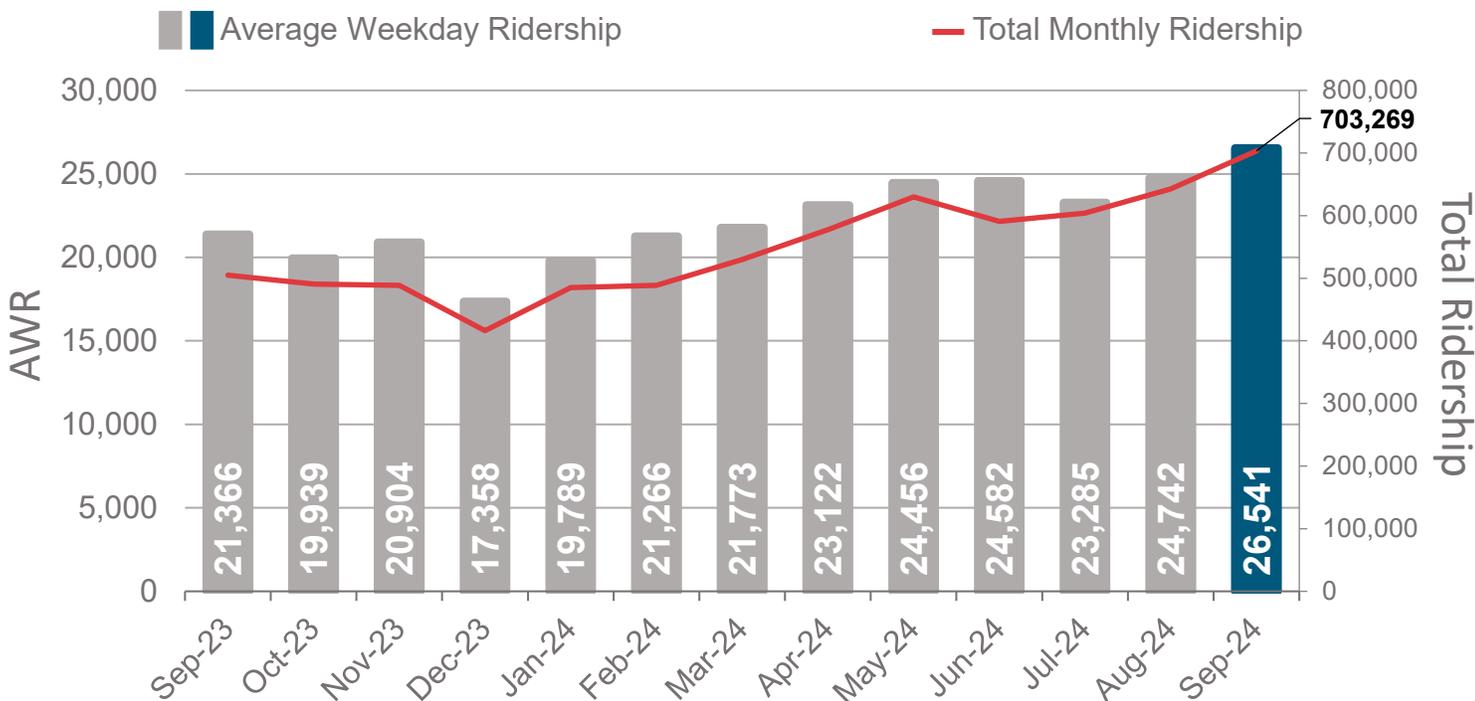
Ridership and Revenue

Average Daily Ridership (Sep-24)



Average weekday ridership (AWR) increased by approximately 24 percent compared to the same month in the prior year as riders continue to return to the Caltrain system for increased work and leisure travel.

Ridership in the Past Year



April 2020 through October 2023: Due to pandemic-induced changes in travel patterns, ridership estimates were calculated using a combination of Clipper tap data and limited conductor counts.

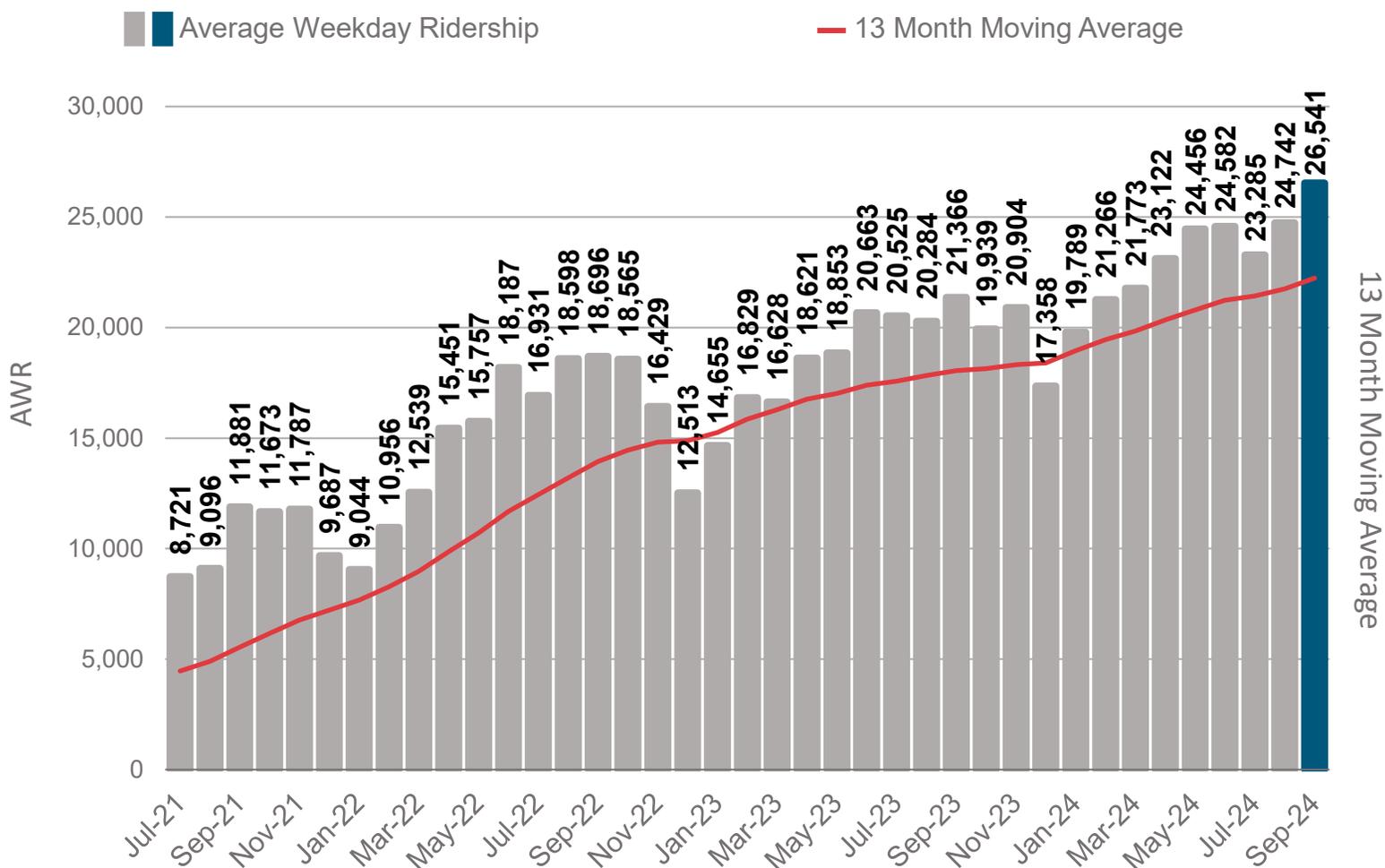
November 2023 on: Caltrain implemented a ridership estimation model that is based entirely on fare media sales data.





Ridership and Revenue

**Average Weekday Ridership & 13 Month Moving Average:
Fiscal Year 2022 to Present**



Year Over Year AWR Increase
(September 2023 vs. September 2024) : 24%





Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total Special Event ridership at San Francisco Station in September was 72,054, a 43.2% increase compared to 2023 (50,307), and a 40.7% decrease from 2019 (121,504).
 - In September 2024 there were 14 events, compared to 11 in 2023, and 14 in 2019.

Palo Alto Station

- Total Special Event ridership at Palo Alto Station in September was 668, a 59.4% decrease compared to 2023 (1,645).
 - In September 2024 there was 1 event, compared to 3 in 2023. There were no events in 2019.

Mountain View Station

- Total Special Event ridership at Mountain View Station in September was 2,800, a 28.6% increase compared to 2023 (2,177), and a 30.7% increase from 2019 (2,143).
 - In September 2024 there were 2 events compared to 2 in 2023, and 1 in 2019.

San Jose Diridon Station

- Total Special Event ridership at San Jose Diridon Station in September was 378, a 1.1% increase compared to 2023 (374), and a 37.4% decrease from 2019 (604).
 - In September 2024 there was 1 event compared to 3 in 2023, and 3 in 2019.

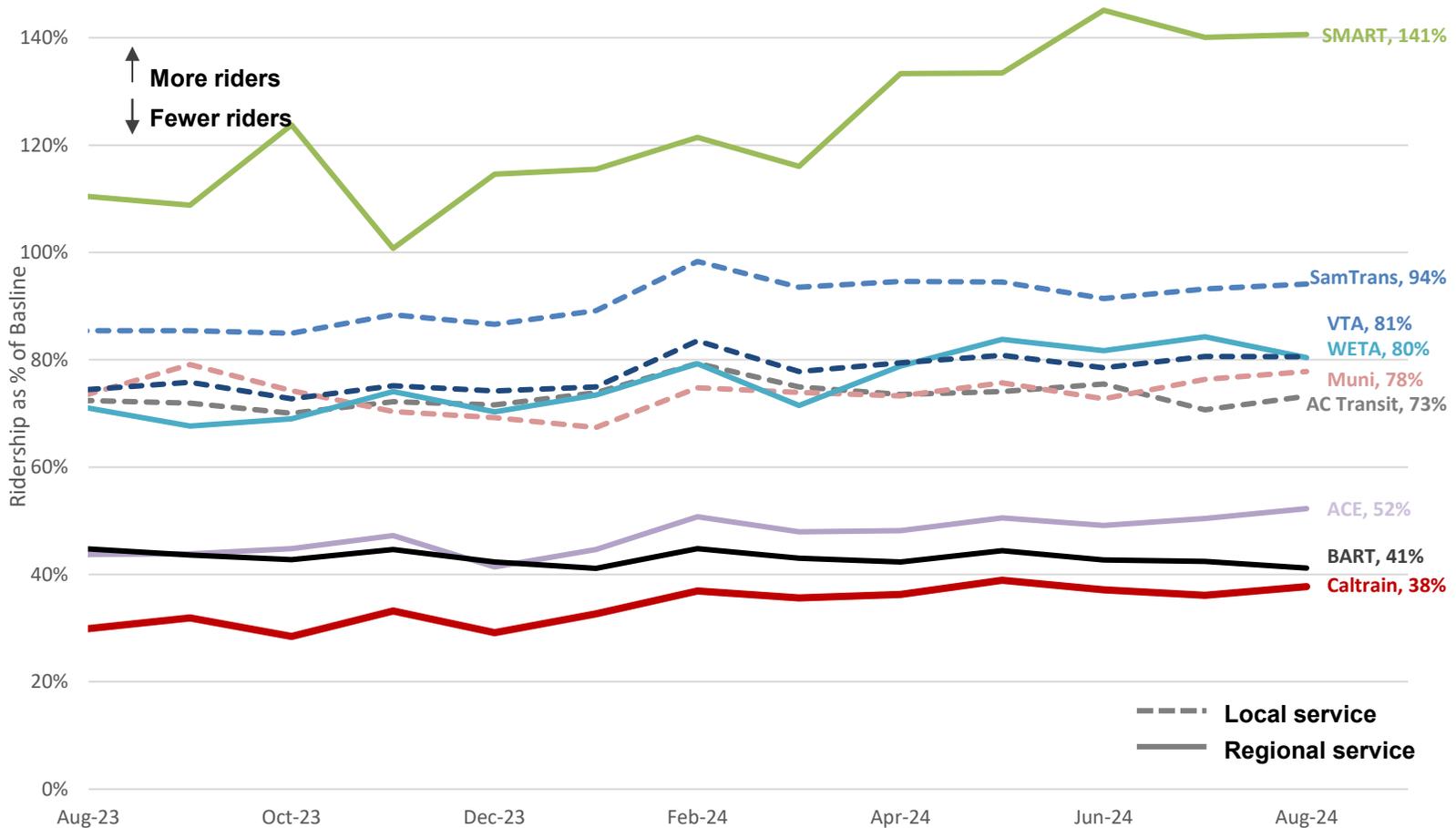




Public Transit Ridership Recovery in the Bay Area

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

Total Monthly Ridership as a Share of Pre-Pandemic Levels Percent of Same Month in 2019



- Notes:
- As of August 2024, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
 - Starting in November 2023, Caltrain ridership estimates use a fare media sales-based model. Prior to then, Caltrain ridership estimates were based on a combination of conductor counts & Clipper data.
 - Ridership data for all other agencies retrieved from the National Transit Database.

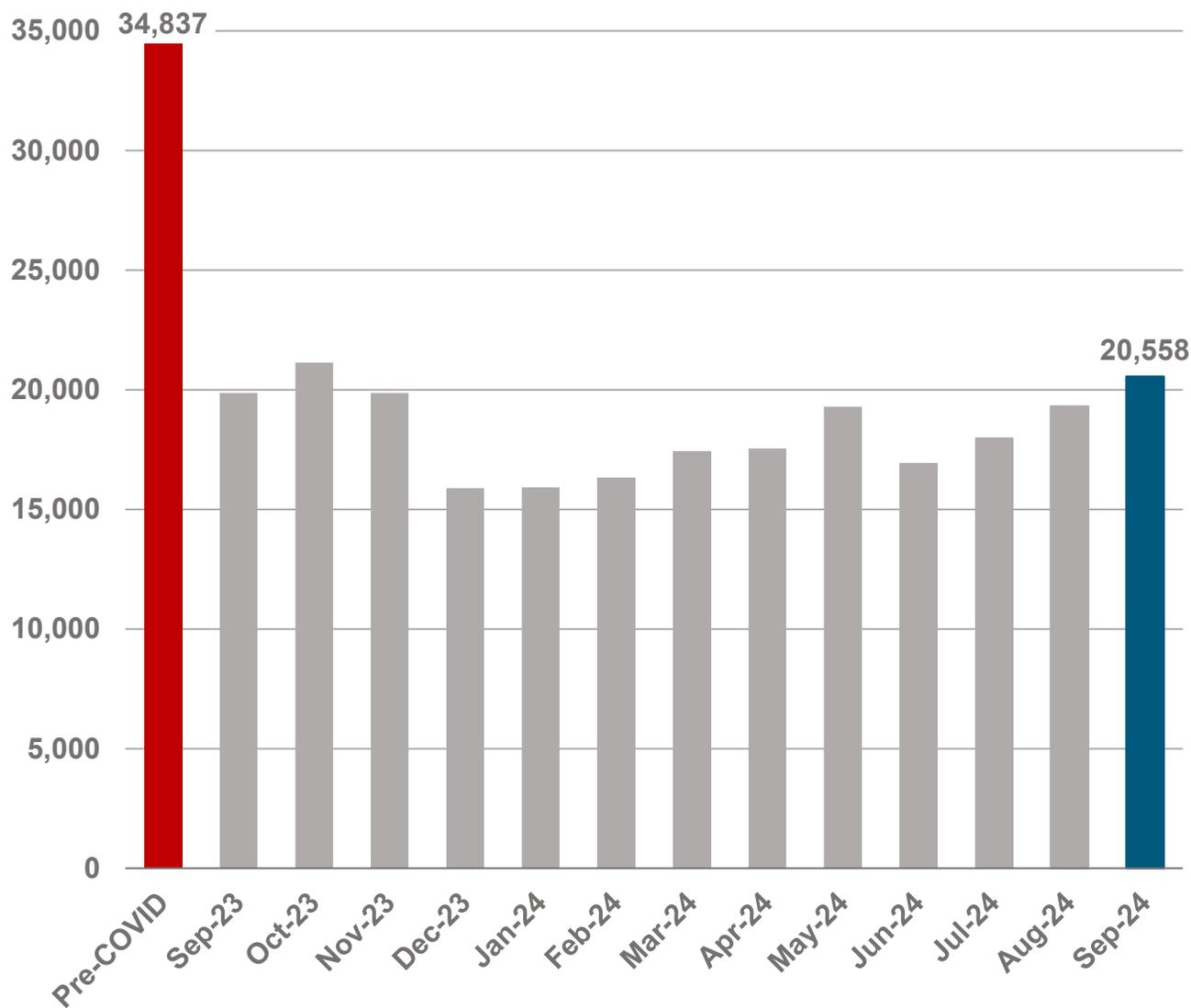
Total Monthly Ridership Estimates (in thousands)

Transit Operator	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug
Muni	13,824	13,561	13,942	12,491	12,344	12,710	12,770	13,942	13,756	14,487	13,194	13,819	14,618
BART	5,010	4,706	4,963	4,456	4,046	4,258	4,338	4,617	4,677	4,918	4,562	4,623	4,615
AC Transit	3,458	3,521	3,699	3,278	3,045	3,245	3,303	3,484	3,490	3,492	3,071	3,092	3,498
VTA	2,326	2,395	2,511	2,264	2,115	2,203	2,238	2,397	2,419	2,545	2,238	2,345	2,518
SamTrans	861	904	949	851	786	817	816	906	891	957	794	813	948
Caltrain	509	505	491	489	416	485	489	530	578	630	591	604	643
WETA	240	236	198	214	175	150	160	155	171	216	232	247	276
SMART	72	69	71	65	67	66	62	67	80	85	81	88	92
ACE	49	43	59	55	63	54	42	57	58	60	63	71	55



Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year



BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

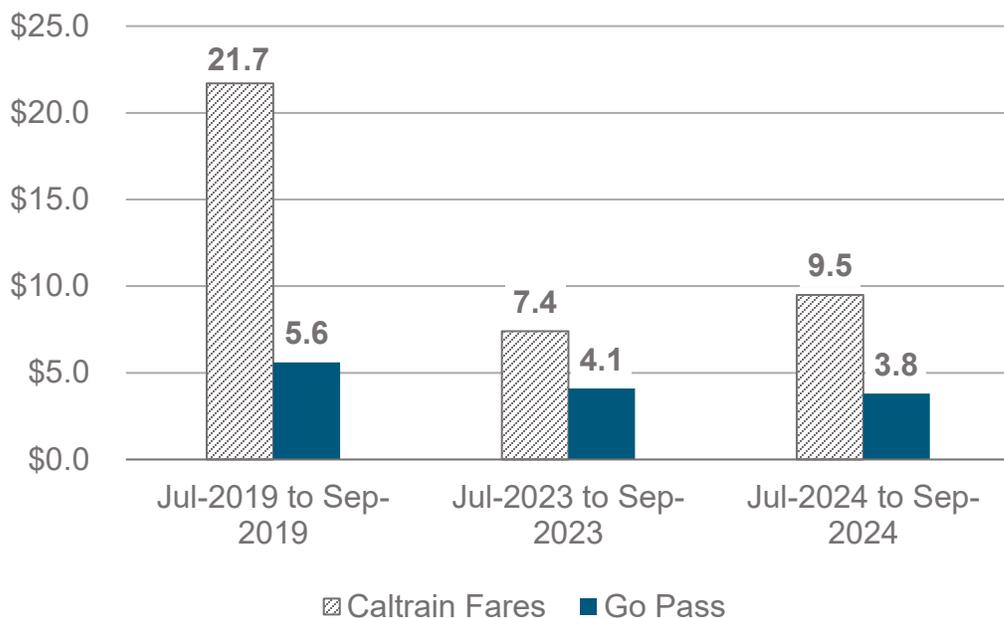
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





Ridership and Revenue

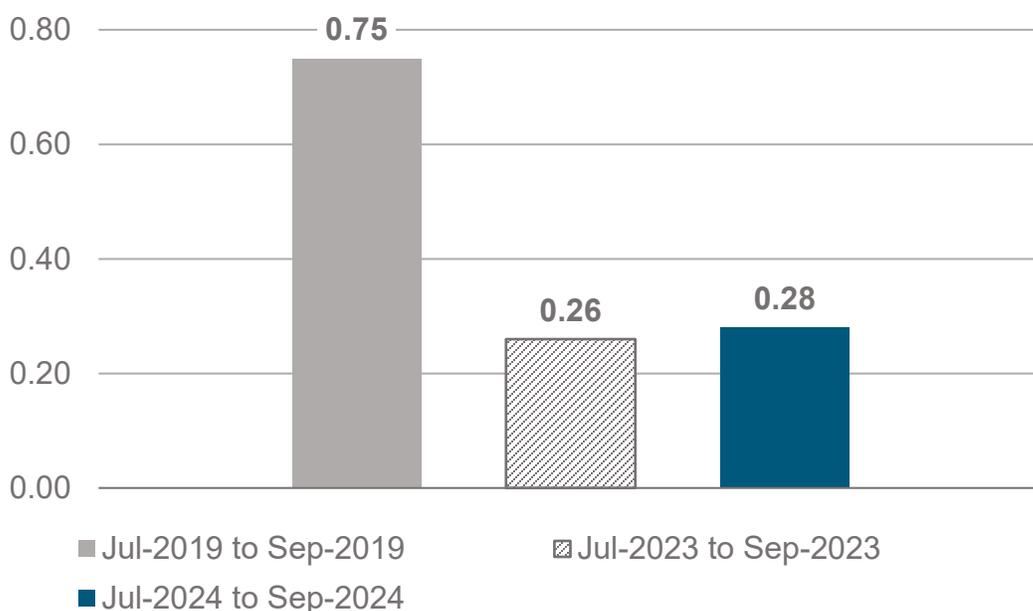
Total Fare Revenues (\$M) - Past 3 Months Comparison



Fare revenue comes in the form of one-way tickets, daily or monthly passes (“Caltrain Fares”), and the Go Pass program.

Fare revenue is generally more stable than ridership due to many riders paying for monthly passes, which provide consistent revenue regardless of usage.

Farebox Recovery Ratio (3-Month Rolling Average)



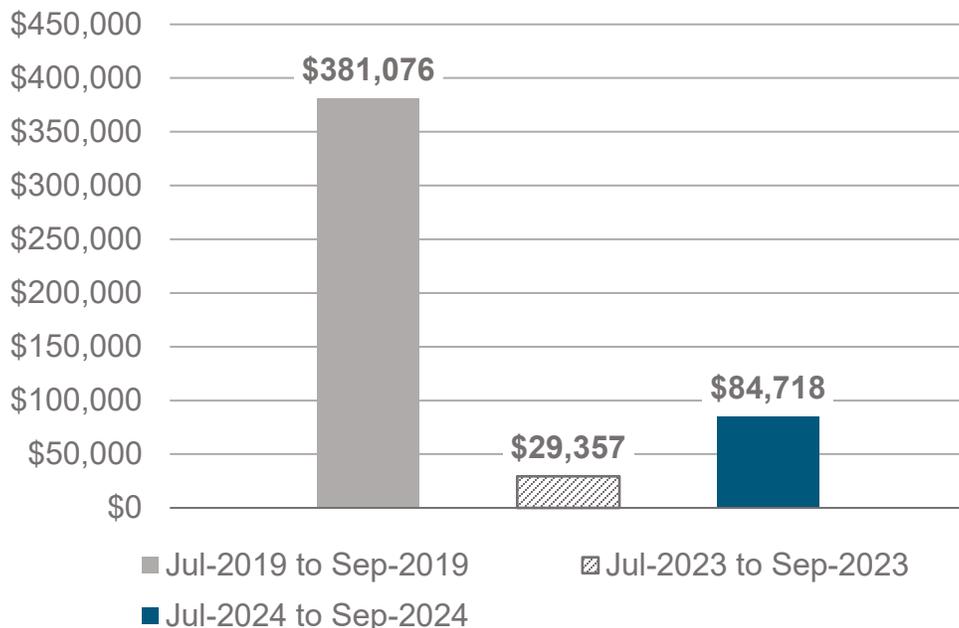
Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.





Ridership and Revenue

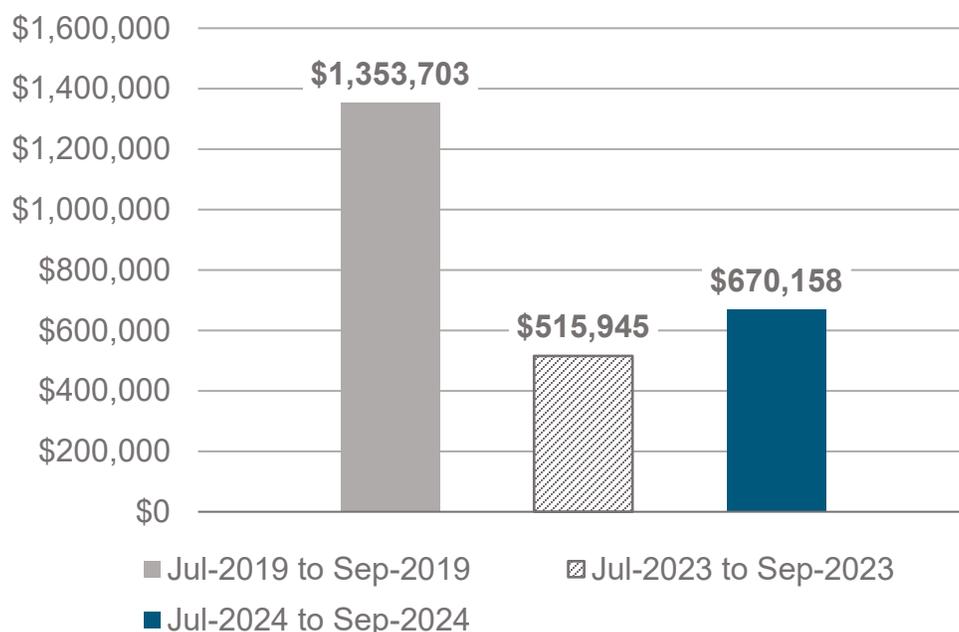
Advertising Revenue (3-Month Rolling Average)



Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic.

Note: Financial data are preliminary due to ongoing year end close out activities for FY 2024.

Parking Revenue (3-Month Rolling Average)



Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.

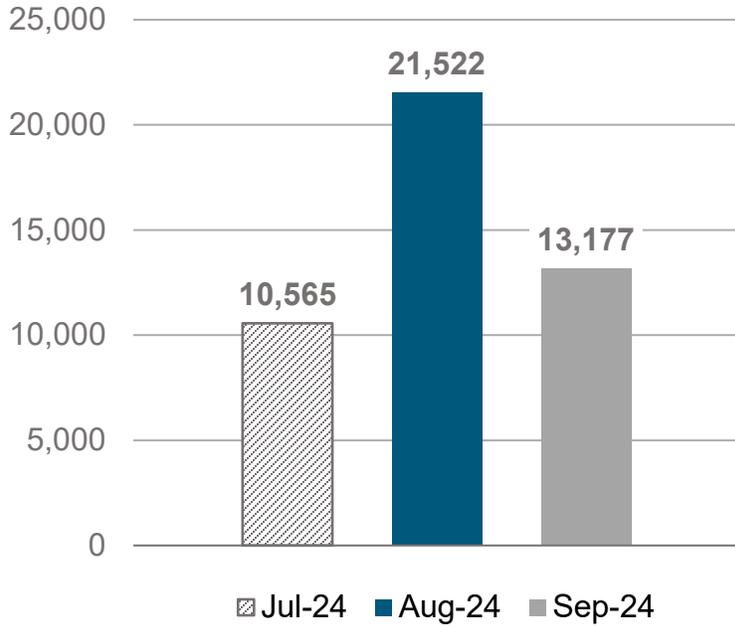
Note: Financial data are preliminary due to ongoing year end close out activities for FY 2024.





Maintenance Performance

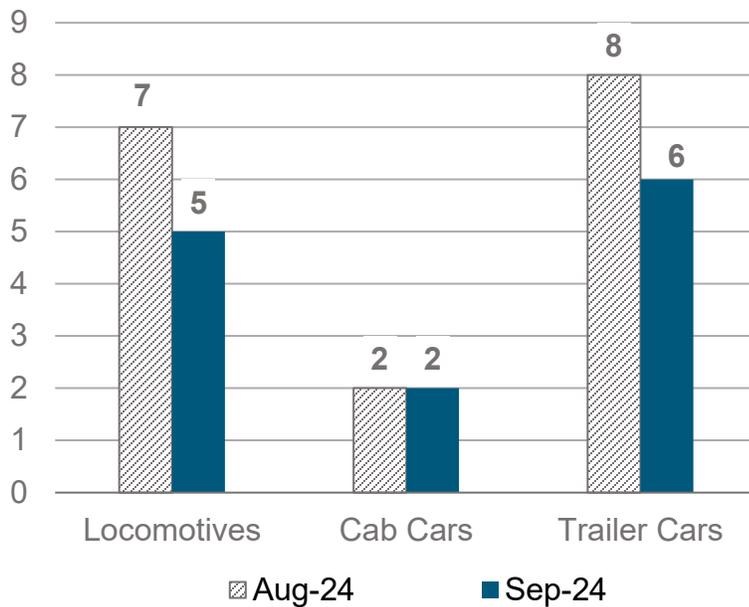
Mean Distance Between Failure (Locomotives)



Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

The graph to the left represents MDBF for all diesel passenger locomotives in Caltrain’s fleet. Future reporting will incorporate EMU reliability data.

Equipment in Maintenance/Repair



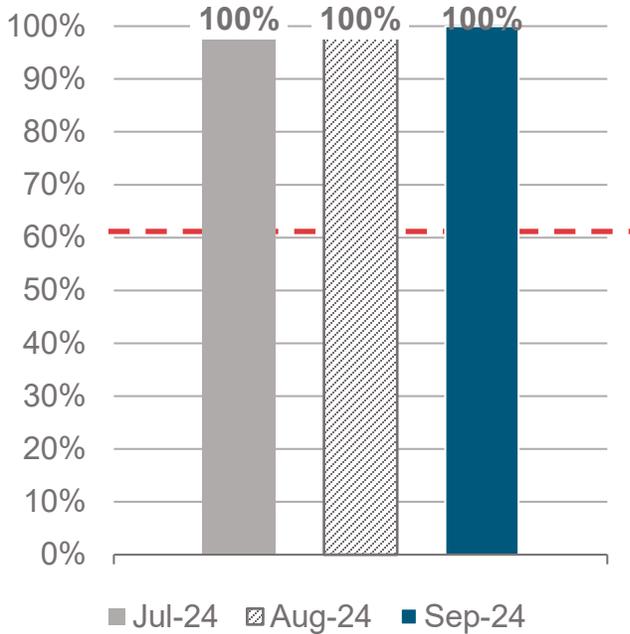
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. Future reporting will incorporate EMU maintenance/repair data.





Maintenance Performance

Equipment Availability (Locomotives)

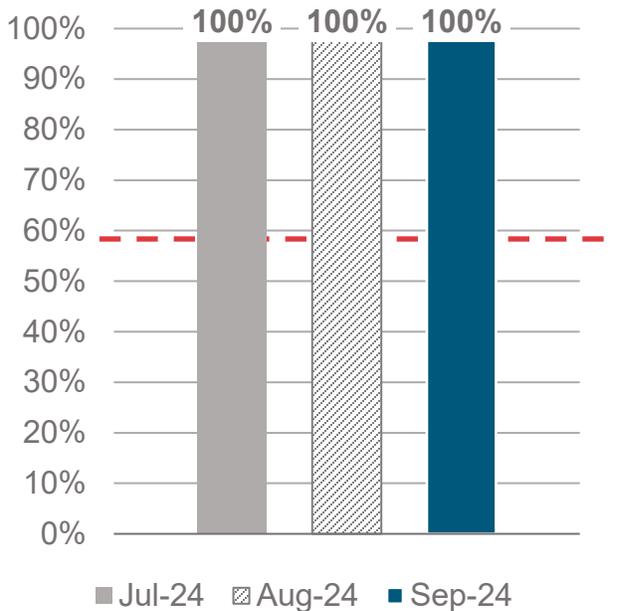


Equipment Availability is the number of cars or locomotives available for service on an average day each month as a percentage of the daily equipment required to run base service.

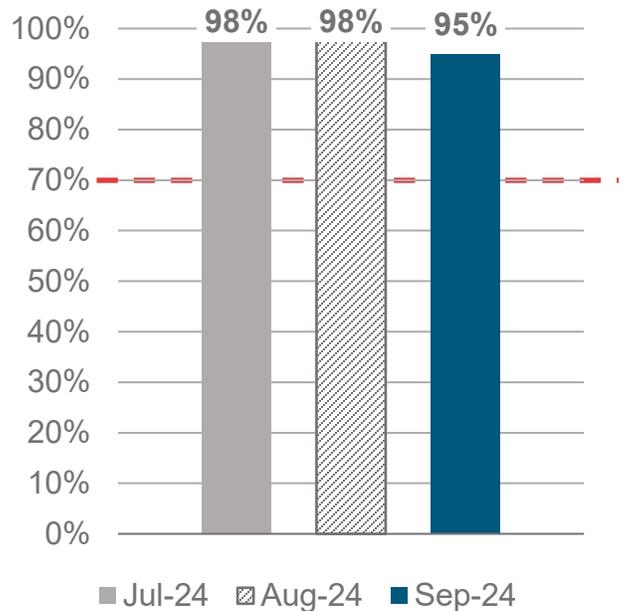
Post-electrification, Caltrain will retain 41 Bombardier passenger cars and 9 diesel locomotives to operate South County service and maintain fleet resiliency.

The graphs on this page represent diesel equipment data. Future reporting will be updated to reflect the addition of EMUs into Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

Equipment Availability (Cab Cars)



Equipment Availability (Trailer Cars)



Note: The dotted red line (- - - -) on each graph represents the target line (i.e., the percentage of each equipment type required to run base service on an average weekday).





Service and Program Updates

Caltrain Commences Fully Electrified Service

On September 21st Caltrain launched its new electrified schedule, bringing the 160-year-old San Francisco-San Jose rail corridor from diesel power to electric. Caltrain is now running 100% renewable, zero-emission service from San Francisco to San Jose for the first time. Caltrain celebrated the launch of the new service with free fares during opening weekend and held celebratory events in every city along the corridor.

The new high-performance, state-of-the-art electric trains offer a better experience for Caltrain riders. Caltrain service is now faster and more frequent, with 16 stations receiving trains every 15 to 20 minutes during peak hours, weekend trains arriving twice hourly and express service from San Francisco to San Jose in under an hour. Additionally, the new vehicles offer enhanced amenities, including free Wi-Fi, onboard digital displays, power outlets at each forward-facing seat, energy-efficient lighting, baby-changing tables in the bathroom, security cameras, an improved climate control system, and expanded storage under the cantilevered seats. The electric trains also generate less noise than their diesel equivalents, making the trip more enjoyable both for riders and residents that live near Caltrain tracks.





Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Caltrain Recognizes September as Rail Safety & Suicide Prevention Month
- Caltrain is the Winning Ride For 49ers Fans This Season to Levi's® Stadium
- Caltrain to Celebrate Full Electrification This Weekend with Launch Party and Free Rides
- Green Day Fans Are Hitchin' a Ride with Caltrain to the Concert at Oracle Park
- Caltrain Names Train in Honor of Congresswoman Anna Eshoo
- Caltrain Commences Fully Electrified Service
- Caltrain Connects to the Portola Music Festival

Earned Media:

- Bay Area transit agencies share details on possible ballot measure to stay afloat - KTVU
- Largest SF transit operators paint dire financial picture - SF Examiner
- Check Out Caltrain's New Electric Train - KGO
- Caltrain service resumes at San Bruno, San Mateo after power incident - Yahoo
- Caltrain kicks off electrification with Peninsula-wide party - The Almanac
- Caltrain Begins Fully Electrified Train Service - Metro Magazine
- Caltrain Launches 100% Renewable Energy-Powered Electric Trains on San Francisco-San Jose Route - Hoodline
- Caltrain completes launch of all-electric fleet - CBS
- Caltrain celebrates full electrification with free rides, station parties this weekend - San Jose Mercury News
- Caltrain goes fully electric - San Mateo Daily Journal
- Want to buy an old Caltrain? - San Mateo Daily Journal
- Scientist measures final days of Caltrain diesel emissions before electric switchover - CBS
- Caltrain launches full schedule of electrified train service this weekend - KTVU
- As electric trains race ahead, thousands in South Bay are left behind - San Jose Mercury News
- Nomad Digital completes trackside connectivity network for Caltrain – European Railway Review





Communications and Marketing Update

Earned Media, cont'd:

- Caltrain to launch electric fleet this weekend - NBC
- It's electrifying: Caltrain celebrates a historic switch - Palo Alto Online
- Caltrain trying to recoup ridership by focusing on people under 18 - KPIX
- Mallon: Caltrain electrification is a win for sustainable transit - San Jose Spotlight
- Is Caltrain's next stop San Francisco? Here's where the rail line's new headquarters could land - SF Business Journal
- California's first electric train could be what's coming to your city - Fox News

Digital Communications Activities

Caltrain Digital Marketing

Electrification Updates/Events:

- Official launch took place the weekend of Sept. 21 and 22 with a historic turnout with more than 16,000 RSVPs to the events hosted in Palo Alto and San Mateo. Free fares were implemented for the opening weekend.
- September was not only the launch of Electrification, but Transit Month as well as Rail Safety & Suicide Prevention Month. The launch of Electrification was Caltrain's way of celebrating Transit Month. Throughout the month messaging was pushed out on social media reminding riders on safety protocols when riding the system for rail safety month.





Communications and Marketing Update

Electrification Updates/Events, cont'd:

- The F40s were retired the evening of Sept. 20, leading up to the launch.
- Communications: Launch of Electrification, with over 50% of social messaging focusing on launch weekend; Dollar Youth Fare, implemented on Sept. 1, Transit Month, Rail Safety & Suicide Prevention Month, and end of season for the Giants.

Messaging Highlights:

- Transit Month
- Rail Safety Month
- Electrification Launch
- Dollar Youth Fare
- F40 Retirement
- Electrification Palo Alto Event – September 21, free fares
- Electrification San Mateo Event – September 22, free fares

Social Metrics: (Year to Year)

Metric	September 2024	September 2023
Impressions	1,723,966	994,891
Engagements	68,314	37,043
Post Link Clicks	4,913	9,487

Note: An impression is anytime our content is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment. These data do not include any web metrics.





Capital Projects Update

Project: MP-36 Locomotive Mid-Life Overhaul Project

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>This project involves performing mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul includes complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work is occurring off-site at the contractor's facility location. The 6 locomotives to be overhauled are Locomotive #'s 923, 924, 925, 926, 927 & 928. In order to maintain daily service, only 1 to 2 of these locomotives are released at a time for overhaul work that is expected to take approximately 8 months per locomotive. Due to this restriction, the overall completion of this work is expected to take approximately 4 years.</p>	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	14,833	14,508	13,009	
Percentages	100%	97.8%	87.7%	12/30/24
Project Highlights – Recent and Upcoming Work				
<p>September: Locomotive 928 granted Final Acceptance and is in service. 923 exterior painting is complete and will begin static testing. Locomotive 924 is out of warranty.</p> <p>October: Locomotive 923 will have Release for Shipment and begin transit to CEMOF.</p>				

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Guadalupe River Bridge Replacement

Project Description				Status Summary			
				Safety	Schedule	Budget	Funding
JPB has extended the MT-2 railroad bridge and will replace the MT-1 railroad bridge over the Guadalupe River in San Jose. The project is located north of Willow Street and east of State Route (SR) 87 between Tamien and San Jose Diridon stations.				●	●	●	●
Project Phase: 6 – Construction/Implementation							
Project Costs (in thousands of dollars)						Estimated Completion	
	Current Budget	Committed to Date	Expended + Accruals				
Totals	63,699	34,406	33,785			12/31/26	
Percentages	100.00%	54.0%	53.0%				
Project Highlights – Recent and Upcoming Work							
<p>September: JPB staff obtained approval of an Erosion and Sediment Control Plan and 2024 Debris Removal Plan from the National Marine Fisheries Service (NMFS), US Army Corps of Engineers (USACE), San Francisco Bay Regional Water Quality Control Board, California Department of Fish and Wildlife (CDFW) and Valley Water. JPB staff hosted weekly meetings with interested resource agencies to communicate the status of the ongoing implementation of both plans and solicit feedback.</p> <p>October: JPB will winterize the site by completing the implementing the Erosion and Sediment Control Plan and 2024 Debris Removal Plan prior to the end of the ongoing 2024 dry season. Concurrently, JPB staff will work with all agencies listed above to jointly develop a plan to obtain all necessary approvals for the project. This plan will influence the overall project approach, schedule, and budget.</p> <p>Schedule - To align the project's construction approach and environmental permits, prior environmental permits must be amended. The resulting construction approach, allowable work hours, timelines for amended permits, and resulting project schedule are the subject of ongoing discussions with environmental permitting authorities. At this time, it is apparent that project completion will be delayed. JPB staff will continue to work with environmental permitting authorities to determine the revised project approach and will provide an updated schedule to the Board.</p> <p>Budget - Based on preliminary forecasts, the environmental permitting challenges above will result in cost increases in excess of the current approved project budget. Anticipated drivers of cost increases are construction delays, escalation, and extended overhead, including JPB's costs for environmental and construction oversight.</p>							

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Broadband Wireless Communications

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The project will design a broadband wireless communications system along the Caltrain corridor for the wayside train maintenance diagnostics and passenger Wi-Fi service. The project will investigate leveraging the existing infrastructure such as the Overhead Contact System (OCS) poles and JPB fiber network to communicate with passing trains. Wayside antennas may be mounted on the OCS poles at a constant interval to communicate with moving trains that will be equipped with radios and antennas.				
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	30,441	25,044	24,894	12/24/24
Percentages	100.00%	82.3%	81.8%	
Project Highlights – Recent and Upcoming Work				
<p>September: All EMU trains have been delivered and equipped with the Broadband equipment by Stadler has been validated and commissioned by Nomad Digital and is in revenue service. Nomad completed the dynamic test and System Acceptance Test. The test showed a coverage gap in the South San Francisco and in Millbrae. An additional radio antenna has been installed in the SSF area and working. An additional radio antenna will be installed in Millbrae next month.</p> <p>October: Install the additional radio antenna in Millbrae and re-run the System Acceptance Test. Complete any punch list items from the trackside civil work.</p> <p>The schedule is delayed due to 2 areas that has a weak radio coverage for Wi-Fi. One area is in South San Francisco which an additional radio antenna has been installed. The second area is in Millbrae and an additional radio antenna is scheduled to be installed by the end of October. Another Final Acceptance Test will be conducted after the radio antenna in Millbrae is installed.</p>				

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: – Green – Yellow – Red





Capital Projects Update

Project: Bayshore Station Bridge Painting

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
This project will perform rehabilitation of the coatings of the existing steel pedestrian overpass bridge at the Bayshore Station in Brisbane. The bridge's paint coatings need rehabilitation due to surface rust. This work combined with a complete repainting of the bridge will bring the structure to a state of good repair.	●	●	●	●

Project Phase: 7 – Start-up/Turnover

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	6,870	6,138	5,906	12/31/2024
Percentages	100.00%	89.3%	86.0%	

Project Highlights – Recent and Upcoming Work

September: Continued to work with the team in completing final punch list items. In addition, continued to work with legal team to identify next steps and schedule for close-out phase.

October: Continue to work with the team in completing final punch list items. In addition, continue to work with legal team to identify next steps and schedule for close-out phase.

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Churchill Avenue Grade Crossing

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto. Implement a total of 17 seconds of advance signal preemption time.	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	2,520	1,534	1,209	6/30/2025
Percentages	100.00%	60.9%	48.0%	
Project Highlights – Recent and Upcoming Work				
<p>September: Stacy and Witbeck, Inc. completed all their scope tasks for the track and civil work. The northern crossing has been widened and open for use.</p> <p>October: TASI to install the new pedestrian gates and implement the advance signal preemption. Go to the Management Committee to re baseline the schedule.</p> <p>Churchill Ave grade crossing project is being performed concurrently with a City of Palo Alto project. The City of Palo Alto project is responsible for performing numerous pre-requisite tasks prior to the contractor, Stacy and Witbeck, Inc. (SWI), is able to perform their scope of work. A few of the City's critical pre-requisite tasks have been delayed. The third-party City's delays have resulted in SWI being delayed in starting their scope and will result in SWI exceeding the current contract completion date of September 8, 2024. An extension of 104 calendar days to the contract completion date is required, and results in a new contract completion date of December 21, 2024. Project Manager will request approval of a revised schedule from the Management Committee in October 2024.</p>				

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Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Mateo Grade Crossing Improvements

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
This project will design and implement safety improvements including quad gates or exit gates at the 4th and 5th Ave grade crossings in San Mateo. This project will make the two grade crossings safer for the train, motorist and pedestrians.	●	●	●	●

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	5,471	4,389	2,814	5/29/2025
Percentages	100.00%	80.2%	51.4%	

Project Highlights – Recent and Upcoming Work

September: Stacy Witbeck installed the concrete panels at 4th and 5th Ave. TASI shipped the new signal houses to a wiring shop in Southern California.

October: Stacy & Witbeck will complete the sidewalk work at 4th and 5th Ave. TASI to receive the new signal houses completely wired. Go to the Management Committee to rebaseline the schedule.

Transit Services America, Inc. (TASI) must perform pre-requisite work prior to the general contractor, Stacy and Witbeck, Inc. (SWI), but the TASI work was continually delayed due to manpower resource issues. TASI was unable to accomplish the pre-requisite work in time for SWI to continue with their scope, per SWI's baseline schedule. The TASI delays result in SWI exceeding the current contract completion date. An extension of 104 calendar days to the contract completion date is required, and results in a new contract completion date of December 21, 2024. Project Manager will request approval of a revised schedule from the Management Committee in October 2024.

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Next Generation Visual Messaging Sign (VMS)

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
Full replacement of existing obsolete VMS at 22 selected stations between San Francisco and Tamien. The current VMS signs are no longer supported by the manufacturer and the predictive arrival and departure system (PADS) is becoming obsolete. Research will be done to determine whether it's best to replace the signs that will work with the current predictive arrival and departure system (PADS) or replace signs for the next generation passenger information system.	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	6,800	4,820	4,734	6/15/2025
Percentages	100.00%	70.9%	69.6%	
Project Highlights – Recent and Upcoming Work				
<p>September: VMS replacement at Option 1 and Option 2 station continues, troubleshooting for certain VMS is ongoing.</p> <p>October: Continue option 1 and option 2 stations VMS replacement.</p> <p>The remaining activated funds are currently insufficient to cover the expenses for the rest of the construction phase. FY25 Board approved funds are not yet available for this project, resulting in a 'Red' status for funding. Working with grants to swap the funds from other capital project.</p>				

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Francisquito Creek Bank Stabilization

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
Stabilize and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining the northern abutment of Caltrain's existing San Francisquito Creek Bridge, the northern foundations of the Alma Street Bicycle Bridge owned by the City of Palo Alto, and an existing drainage outfall owned by the City of Menlo Park.	●	●	●	●

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	8,988	3,876	1,662	12/30/2025
Percentages	100.00%	43.1%	18.5%	

Project Highlights – Recent and Upcoming Work

September: During the month of September 2024, JPB staff further developed the preliminary schedule with input from Construction Management team, Contracts & Procurement team, and Environmental team for completing the permanent bank stabilization project. As the emergency status has been denounced, project needs to follow the regular IFB process to solicit a qualified construction contractor. New project manager started weekly team meetings on September 25th. Project team is identifying design activities and deliverables required for completing final design and environmental permitting.

October: JPB staff will continue coordination with CDFW, RWQCB, and USACE to acquire the necessary environmental permits for the permanent bank stabilization project. Design team proceeds with engineering design to finish deliverables necessary for environmental permitting and IFB. Concurrently, JPB staff will prepare documents for construction contractor solicitation.

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: San Mateo Replacement Parking Track

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave. Grade Separation Project. The track, which will be located between 10th and 14th Aves., will be accessed from 9th Ave., approximately 1,000 feet in length and have a single switch.</p> <p>Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.</p>	●	●	●	●

Project Phase: 6 – Construction/Implementation

Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	10,128	8,455	6,381	
Percentages	100.00%	83.5%	63.0%	

Project Highlights – Recent and Upcoming Work

September: In September 2024, Grants team continued to work with Caltrans to execute program supplement agreement for LPP funds. Track work was performed in August in coordination with TASI who performed the signal scope. Significant ongoing activities in September included construction of the screen wall, the irrigation system and maintenance road among other activities.

October: In October 2024, Grants team will continue to work with Caltrans to execute program supplement agreement for LPP funds. Among other construction activities, SWI will complete construction and painting of the screen wall.

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red





Capital Projects Update

Project: Mini-High Platforms

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
<p>The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified.</p> <p>Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.</p>	●	●	●	●
Project Phase: 6 – Construction/Implementation				
Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	7,271	2,884	2,679	09/17/25
Percentages	100.00%	39.7%	36.8%	
Project Highlights – Recent and Upcoming Work				
<p>September: Continued the installation of Mini-Highs platforms at multiple stations.</p> <p>October: Continue the installation of Mini-Highs platforms at multiple stations. Complete pre-coordination with UPRR to line up flagging.</p>				

Note: The Capital Projects information is current as of September 30, 2024, and is subject to change prior to the November 2024 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red



Acknowledgements

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Caltrain Planning

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Tasha Bartholomew, Manager, Media Relations
Robert Casumbal, Director, Marketing & Research
Jeremy Lipps, Manager, Digital Communications
Stephanie Torres, Social Media Specialist

Finance Administration

Bruce Thompson, Manager, Fare Program Operations
Don Esse, Senior Operations Financial Analyst
Dapri Hong, Budget Analyst III

Rail Administration / Rail Operations & Maintenance

John Hogan, Chief Operating Officer
Patrice Givens, Administrative Analyst II
Graham Rogers, Project Manager SOGR
Sam Sargent, Director, Strategy & Policy
Henry Flores, Director, Rail Vehicle Maintenance
Jason Dayvault, Business Operations Project Manager

Rail Design & Construction

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Jonathan Tillman, Director Capital Programs Management
Robert Cheung, Project Controls Deputy Director
Sowmya Karipe, Project Controls Specialist

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Elizabeth Araujo, TASI
Margie Godinez, TASI
Sarah Doggett, MTC
Victoria Moe, San Mateo County Sheriff's Office



**Peninsula Corridor Joint Powers Board
Board of Directors
1250 San Carlos Avenue, San Carlos, CA 94070
DRAFT Minutes of October 3, 2024**

Members Present: Margaret Abe-Koga (arrived at 9:37am), Pat Burt, Jeff Gee, Ray Mueller, Shamann Walton, Monique Zmuda, Steve Heminger (Vice Chair, arrived at 9:03am), Devora “Dev” Davis (Chair)

Members Present via Teleconference: Rico E. Medina

Staff Present: J. Baker, M. Bouchard, C. Fromson, J. Harrison, M. Lee, L. Lumina-Hsu, D. Ryan, P. Shrestha, M. Tseng

1. Call to Order/Pledge of Allegiance/Safety Moment – Chair Davis called the meeting to order at 9:00 am, led the Pledge of Allegiance, and delivered the safety briefing.

2. Roll Call

Acting District Secretary Margaret Tseng called the roll and confirmed a Board quorum was present.

Chair Davis proposed and the Board agreed to reorder the regular session agenda items in the following order:

8. General Counsel Report – Report Out from Above Closed Session
10. Report of the Executive Director
11. Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report
15. Update Regarding Implementation of JPB Governance MOU
14. Consideration of Cooperative Agreement with Diridon Partner Agencies to Establish Interim Project Organization Structure
13. Receive State and Federal Legislative Update
16. Reports
12. Consent Calendar
9. Public Comment for Items Not on the Agenda

Chair Davis announced public comment would be reduced to one minute due to time constraints.

3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances – There were none.

- 4. General Counsel Report – Closed Session: Conference with Real Property Negotiator (Gov. Code § 54956.8)**
 - 4.a. Property: 375 Beale Street, San Francisco, CA
 - 4.b. Property: 166 N. Rollins Road, Millbrae, CA
 - 4.c. Property: 153 Townsend Street, San Francisco, CA
 - 4.d. Property: 305 Main Street, Redwood City, CA
- 5. Closed Session: Conference with Legal Counsel – Existing Litigation (§ 54956.9(d)(1)) [Peninsula Corridor Joint Powers Board vs. Mungia Castillo, Santa Clara County Superior Court, Case No. 24CH012890]**
- 6. Closed Session: Conference with Legal Counsel – Anticipated Litigation (§ 54956.9(d)(4)) [Initiation of Litigation, Number of Potential Cases: 1]**
- 7. Closed Session: Public Employee Performance Evaluation General Counsel (Gov. Code § 54957(b)(1))**

Director Mueller left the meeting at 10:15 am

- 8. General Counsel Report – Report Out from Above Closed Session**

James Harrison, Legal Counsel, reported that there were no reportable actions.
- 9. Public Comment for Items Not on the Agenda**

Santiago Quijano commented on fare calculations.

Rob Newsom, Deputy Mayor for the City of San Mateo, stated the City of San Mateo received many comments from city residences living around the transit corridor regarding horn blasts including around elevated stations.

Aleta Dupree, Team Folds, commented on train schedule and fare payment system.

Chris Flokowski commented on the Bayshore Station webpage.
- 10. Report of the Executive Director**

Michelle Bouchard, Executive Director, provided a report which included the following:

 - Traction power working as designed with no significant issues. Vandalism during first week of launch led to significant delays
 - Electrification Weekend Launch Party
 - Rail Safety Month - additional public service announcements, educational campaigns, and blitz with transit police
 - Train horn noises on some equipment were discovered louder than legal limits and being corrected

Public comment

Aleta Dupree, Team Folds, commented on electrification party event.

Jeff Carter commented on electrification project completion and party event execution.

Director Walton left the meeting at 11:07 am

11. Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report

Pranaya Shrestha, CalMOD Chief Officer, and Casey Fromson, Chief of Staff, provided the presentation that included the following:

- Focusing on project close out including financial closure and punch list close out
- Fifteen train sets in service and next train set for delivery end of November

Public comment

Aleta Dupree, Team Folds, commented on electrification project completion.

Chris Flokowski commented on ridership expansion and out-of-service station elevators.

12. Consent Calendar

12.a. Meeting Minutes of September 5, 2024

12.b. Approval of the 2025 JPB Caltrain Board Meeting Calendar

12.c. Accept Statement of Revenues and Expenses for the Period Ending August 31, 2024

12.d. Approve Amendment 2 to Contract with Bell Burnett & Associates to Provide Additional Scope and Capacity for Financial Strategy Planning Consulting Services*
Approved by Resolution 24-56

12.e. Amend and Increase the Fiscal Year 2025 Caltrain Capital Budget by \$13,921,399 from \$132,702,653 to \$146,624,052 *Approved by Resolution 24-57*

12.f. Award of Contracts for On-Call General Commercial Real Estate Brokerage Services*
Approved by Resolution 24-58

12.g. Authorize an Amendment to the Contract with moovel North America, LLC for the Caltrain Mobile Ticketing Solution to Extend the Term by One Year and Increase the Contract Capacity by \$574,245 to \$2,255,851* *Approved by Resolution 24-59*

12.h. Receive Update on Diridon Station Design Alternatives

Motion/Second: Medina/Abe-Koga

Ayes: Abe-Koga, Burt, Gee, Medina, Zmuda, Heminger, Davis

Noes: None

Absent: Mueller, Walton

13. Receive State and Federal Legislative Update

Casey Fromson, Chief of Staff, Jason Baker, Director of Government and Community Affairs, and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

- Current deficit of \$77 million per year
- Major issues impacting deficit include fare revenue; discontinued member agency contributions to Caltrain; and increased energy costs
- MTC (Metropolitan Transportation Commission) Regional Measure Executive Committee plan to approve framework for transportation measure on October 21
- Current scenarios to fund transit agencies overview addressing Caltrain funding and the farebox shortfall; funding mechanism via sales tax, parcel tax, or payroll tax; and the Caltrain deficit coverage based on the two scenarios:
 - Scenario One Revised involves four counties of Alameda, Contra Costa, San Francisco, and San Mateo, with opt-ins for five counties, using a sales tax with Caltrain allocation, and expected Santa Clara County contribution
 - New hybrid Scenario Two involves nine counties for \$1.5 billion using sales tax and payroll tax with Caltrain allocation \$72 million in years 1-8 and \$52 million in years 9-15
- Caltrain only measure discussion of sales tax, parcel tax, mixture of taxes, or sales tax and county member contributions in the three counties would need authorization legislation for any mechanism

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Timeline for measure development and agency and counties support
- Consolidation could be in a separate legislation

Public comment

Jeff Carter commented on transit funding and partner agency funding.

Katherine Dumont, Menlo Park resident, spoke in support of regional funding measure.

Aidan Jones, San Francisco resident, spoke in support of regional funding measure.

14. Consideration of Cooperative Agreement with Diridon Partner Agencies to Establish Interim Project Organization Structure* **

Marian Lee, Diridon Project Director, provided the presentation that included the following:

- Two design alternatives were developed and will come to the Board at a later date
- Environmental Review to begin Summer 2025
- Agreement covers pre-environmental and environmental phases of the project and interim to be replaced by a long-term governance
- Challenges for multiagency team until long-term governance organization is established includes turning the mega regional transit project from feasibility to delivery

- Suggested integrated project team comprised of partner agencies for the Diridon Project Steering Committee, Executive Working Group, Director Working Group, and Technical Working Group

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Shared memo from Chair Davis, Director Abe-Koga, and Director Burt to propose designating Caltrain as the lead agency; add dispute resolution; grant steering committee authority over project matters including hiring project manager who will report to Caltrain
- Structure of Steering Committee and accountability and project prioritization for the partner agencies

Motion/Second: Abe-Koga/Burt

Ayes: Abe-Koga, Burt, Gee, Medina, Zmuda, Heminger, Davis

Noes: None

Absent: Mueller, Walton

Public comment

Vaughn Wolffe commented on Board Directors public office terms and the timeline for project completion.

Board Members expressed their appreciation to Chair Davis and the Santa Clara partners for their support.

15. Update Regarding Implementation of JPB Governance MOU

James Harrison, General Counsel, provided the presentation that included the following:

- Memorandum of Understanding (MOU) Completed Items including MTC payment of \$19,600,000; County and City of San Francisco payment of \$6,080,000; and Santa Clara County Valley Transit Authority payment of \$9,120,000 to SamTrans
- On-Going items include:
 - Three of five MOU positions hired and two in the process of recruitment expected to be filled by end of the year
 - SamTrans transfer of Tenancy-In-Common (TIC) interest application filed and expect transfer to be complete by end of year
 - Shared Services Agreement negotiation and execution expected by end of year
 - CalPERS (California Public Employees' Retirement System) application and contract eligibility determination expected by end of November and if successful, expected contract by end of 2025
 - Real Property Ownership Agreement (RPOA) and Joints Power Agreement (JPA) Negotiations continue to resolve inconsistencies and clarify ambiguities

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Current Active and Retired Rail Employee benefits continue as SamTrans employees while CalPERS contract is in progress until approved by the Board
- Previous MOU governance agency discussion and role of the various agencies

Public comment

Aleta Dupree, Team Folds, commented on SamTrans managing agency status and CalPERS pension funding.

16. Reports

16.a. Report of the Citizens Advisory Committee - Brian Shaw, Chair, provided the report, which included the following:

- Update fare promotion suggested revising 3-day pass to allow usage within 7-day period
- Asset protection and vandalism
- APC (automatic passenger counter) clarification and data analysis
- Safety improvements, crowd control, train delivery, and train inspection upon delivery

16.b. Report of the Chair - Chair Davis reported December being her last JPB Board meeting due to her term expiring

16.b.i. Appointment of Nominating Committee for 2025 Officers - Will be discussed with Executive Director and General Counsel

16.c. Report of the Local Policy Maker Group (LPMG) - Chair Burt had nothing to report as meeting was cancelled.

16.d. Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee reported extended lease amendments, procurement packages, October meeting cancelled for lack of items, and TJPA will produce monthly reports in January for packets.

17. Correspondence – Available online.

18. Board Member Requests – Chair Davis requested staff review the train horn policy on elevated tracks, check the website for local only station for accuracy, and check the Bayshore Station elevators are in working order.

John Hogan, Chief Operating Officer, explained the Bayshore elevators are working as of October 3, 2024, staff will check on the horns policy on the elevated tracks, and half of the trains have their horns lowered in decibel.

19. Date/Time of Next Regular Meeting: Thursday, November 7, 2024 at 9:00 am.

20. Adjourn – The meeting adjourned at 12:17 pm.

DRAFT

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Margaret Tseng, Acting JPB Secretary
Subject: **Appointment of the Citizens Advisory Committee Representative for Santa Clara County**

Purpose and Recommended Action

The Board of Directors representing the County of Santa Clara recommends the following to fill the regular member seats:

- Kristopher Linquist, term ending June 30, 2027
- Leonard Acosta, term ending June 30, 2025

Discussion

The CAC (Citizens Advisory Committee) Bylaws state:

1. Article 1 – Membership, Section 1: As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the Citizens Advisory Committee (“CAC” or “Committee”) shall consist of nine (9) members, three appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The Citizens Advisory Committee shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities; develop proposals and recommendations for meeting the needs of the various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members shall serve three (3) year terms.
3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng Acting District Secretary 650-508-6108

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Accept Statement of Revenues and Expenses for the Period Ending June 30, 2024, and Approve Retroactive Amendment to the Fiscal Year 2024 Operating Budget**

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Finance Committee Recommendation | <input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation | <input type="checkbox"/> Advocacy and Major Projects Committee Recommendation |
|--|--|---|

Purpose and Recommended Action

Staff proposes that the Finance Committee of the Peninsula Corridor Joint Powers Board (JPB) accepts and enters into the record the Statement of Revenues and Expenses for the Period Ending June 30, 2024. This monthly financial report covers the full (unaudited) results of Fiscal Year 2024 (FY24). Final audited results are expected before the December board meeting.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through June 30, 2024, or FY24. The statement has been designed to follow the Agency-wide line-item rollup as included in the approved budget. The columns have been designed to provide an easy comparison of year-to-date actuals to the budget including dollar and percentage variances.

Year-to-Date Revenues: As of the June year-end actuals, the Grand Total Revenue (page 1, line 17) is \$3.0 million (1.6%) favorable to budget primarily driven by:

- Measure RR (page 1, line 11) favorable \$1.2M, reflecting better-than-budget sales tax receipts
- Other Income (page 1, line 5) favorable \$0.6M attributable to favorable interest rates on funds received from third party agencies (High Speed Rail, Pacific Gas & Electric, etc.)

Year-to-Date Expenses: As of the preliminary June year-end actuals, the Grand Total Expense (page 2, line 51) is \$4.0 million (2.1%) unfavorable to budget, primarily driven by:

- Claims, Payments, and Reserves (page 2, line 28) unfavorable (\$4.6M) driven by increasing frequency and magnitude of insurance claims observed in FY24

Expenses are expected to exceed budget, without sources to cover, in coming Fiscal Years.

Finance Committee Meeting

The Finance Committee met on October 28, 2024, to receive the report and consider staff's recommendation to retroactively approve an amendment to the FY24 budget to add funds to Caltrain's litigation reserves based on the recommendation of the agency's actuary. Although the Finance

REVISED FOLLOWING FINANCE COMMITTEE MEETING 10.28.24

Committee recommended that the Board approve the retroactive amendment of the FY24 budget, the Finance Committee directed staff to make a presentation to the Board in closed session in November or December regarding pending claims, the actuary's recommendation regarding appropriate reserves for those claims, and when those claims may be resolved.

Budget Impact

Staff is requesting that the Board approve a retroactive amendment to the FY24 operating budget, increasing Expenses by \$4.0 million from the adopted budget of \$192.7 million to \$196.7 million. This adjustment is primarily due to higher-than-expected costs in the Claims, Payments, and Reserves category, driven by the year-end claims reserve adjustment for open cases, as outlined in the actuarial report. Insurance related costs have risen across the transit industry and are not expected to decrease.

Funding for this budget amendment will be provided by (a) eliminating planned contribution of \$2.0M to Operating Reserve, and (b) \$3.0M favorable revenue and other sources. Sources, including revenue and other income such as partner agency contributions, are not projected to keep pace with increasing expenses.

The revised FY24 budget reflects a favorable net result of \$1.1 million, which staff recommends allocating to underfunded Claims, Payments, and Reserve, resulting in a balanced FY24 year-end result.

Prepared By:	Li Saunders	Accountant II	650.622.7848
	Danny Susantin	Financial Reporting, Manager	650.622.8073

Resolution No. 2024-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Amending to Retroactively Increase the Fiscal Year 2024 Operating Budget by \$3,961,976, from \$192,722,655 to \$196,684,631

Whereas, pursuant to Resolution No. 2023-45 adopted on June 1, 2023, the JPB adopted the Fiscal Year 2024 (FY24) Operating Budget for a total authorized budget of \$192,722,655; and

Whereas, FY24 operating expenses exceeded the FY24 Operating Budget by approximately \$4 million due to higher-than-expected costs in the Claims, Payments, and Reserves category, driven by the year-end claims reserve adjustment for open cases, as outlined in the actuarial report; and

Whereas, FY24 revenues exceeded expectations by more than \$4 million, allowing staff to cover the additional expenses, leaving a surplus of \$1.1M; and

Whereas, Staff recommends that the Board retroactively amend the FY24 Operating Budget to increase it by \$3,961,976, from \$192,722,655 to \$196,684,631 and allocate the \$1.1M surplus to Claims, Payments, and Reserves.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby amends to increase the Fiscal Year 2024 Operating Budget by \$3,961,976, from \$192,722,655 to \$196,684,631 and allocate \$1.1M of surplus funds to Claims, Payments, and Reserves; and

Be It Further Resolved that staff is directed to make a presentation to the Board in closed session in November or December regarding pending claims, the actuary's recommendation regarding appropriate reserves for those claims, and when those claims may be resolved; and

Be It Further Resolved that the Executive Director, or designee, is authorized to take any actions necessary to give effect to this resolution.

Regularly passed and adopted this 7th day of November 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

Acting JPB Secretary

Statement of Revenue and Expense

PENINSULA CORRIDOR JOINT POWERS BOARD					
STATEMENT OF REVENUE AND EXPENSE					
Fiscal Year 2024					
June 2024					
	JULY TO JUNE				ANNUAL
	ADOPTED BUDGET	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET
REVENUE					
OPERATIONS:					
Caltrain Fares	29,936,000	30,415,680	479,680	1.6%	29,936,000
Go Pass	16,764,000	16,464,306	(299,694)	(1.8%)	16,764,000
Parking Revenue	1,905,015	1,942,149	37,134	1.9%	1,905,015
Rental Income	1,026,489	1,604,738	578,249	56.3%	1,026,489
Other Income	6,541,260	7,174,831	633,571	9.7%	6,541,260
TOTAL OPERATING REVENUE	56,172,764	57,601,704	1,428,940	2.5%	56,172,764
CONTRIBUTIONS:					
Operating Grants	12,800,936	12,943,857	142,921	1.1%	12,800,936
Measure RR	118,400,000	119,614,442	1,214,442	1.0%	118,400,000
Member Agency (VTA - Gilroy)	470,000	(0)	(470,000)	(100.0%)	470,000
LCTOP/SRA	6,908,503	7,636,858	728,355	10.5%	6,908,503
TOTAL CONTRIBUTED REVENUE	138,579,439	140,195,158	1,615,719	1.2%	138,579,439
GRAND TOTAL REVENUE	194,752,203	197,796,862	3,044,659	1.6%	194,752,203

Statement of Revenue and Expense

PENINSULA CORRIDOR JOINT POWERS BOARD					
STATEMENT OF REVENUE AND EXPENSE					
Fiscal Year 2024					
June 2024					
	JULY TO JUNE				ANNUAL
	ADOPTED BUDGET	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET
EXPENSE					
DIRECT EXPENSE:					
Rail Operator Service	104,889,704	102,907,848	1,981,856	1.9%	104,889,704
Security Services	8,287,745	8,242,037	45,708	0.6%	8,287,745
Shuttle Services	80,000	67,307	12,693	15.9%	80,000
Fuel and Lubricants	15,211,316	15,439,821	(228,505)	(1.5%)	15,211,316
Timetables and Tickets	95,000	15,209	79,791	84.0%	95,000
Insurance	10,229,703	10,603,836	(374,133)	(3.7%)	10,229,703
Claims, Payments, and Reserves	1,320,000	5,876,906	(4,556,906)	(345.2%)	1,320,000
Facilities and Equipment Maintenance	8,186,535	9,132,943	(946,408)	(11.6%)	8,186,535
Utilities	2,708,900	3,146,149	(437,249)	(16.1%)	2,708,900
Maint & Services-Bldg & Other	1,784,600	1,622,625	161,975	9.1%	1,784,600
TOTAL DIRECT EXPENSE	152,793,503	157,054,680	(4,261,177)	(2.8%)	152,793,503
ADMINISTRATIVE EXPENSE					
Wages and Benefits	17,315,281	17,408,250	(92,969)	(0.5%)	17,315,281
Managing Agency Admin OH Cost	3,565,453	3,511,558	53,895	1.5%	3,565,453
Board of Directors	62,875	16,820	46,055	73.2%	62,875
Professional Services	10,554,391	11,305,134	(750,743)	(7.1%)	10,554,391
Communications and Marketing	427,961	272,093	155,868	36.4%	427,961
Other Office Expenses and Services	4,307,066	3,464,924	842,142	19.6%	4,307,066
TOTAL ADMINISTRATIVE EXPENSE	36,233,027	35,978,780	254,247	0.7%	36,233,027
TOTAL OPERATING EXPENSE	189,026,530	193,033,460	(4,006,930)	(2.1%)	189,026,530
Governance	225,000	251,039	(26,039)	(11.6%)	225,000
Debt Service Expense	3,471,125	3,400,132	70,993	2.0%	3,471,125
GRAND TOTAL EXPENSE	192,722,655	196,684,631	(3,961,976)	(2.1%)	192,722,655
Projected Contribution to Reserve	2,029,548				2,029,548
Claims, Payments, and Reserve		1,112,231			
Draw from Operating Reserve					
NET SURPLUS / (DEFICIT)	-	0	0	0.0%	-
Reserve, Beginning Balance	26,878,850	26,878,850			26,878,850
Projected Contribution to Reserve	2,029,548	-			2,029,548
Reserve, Ending Balance	28,908,398	26,878,850			28,908,398



BOARD OF DIRECTORS 2024

DEVORA "DEV" DAVIS, CHAIR
STEVE HEMINGER, VICE CHAIR
PAT BURT
CINDY CHAVEZ
JEFF GEE
RICO E. MEDINA
RAYMOND MUELLER
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JUNE 30, 2024

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (LAIF) <i>(Unrestricted)</i>	*	Liquid Cash	4.480%	379,804	379,804
California Asset Management Program (CAMP) <i>(Unrestricted)</i>		Liquid Cash	5.430%	42,960,298	42,960,298
County Pool <i>(Unrestricted)</i>		Liquid Cash	3.818%	590,514	590,514
Other <i>(Unrestricted)</i>		Liquid Cash	5.222%	18,639,747	18,639,747
Other <i>(Restricted)</i>	**	Liquid Cash	5.015%	27,643,961	27,643,961
				\$ 90,214,324	\$ 90,214,324

Interest Earnings for June 2024 \$ 493,698.68
Cumulative Earnings FY2024 4,085,522.53

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment. The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995). The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Kate Steiner, Chief Financial Officer
Subject: **Accept Statement of Revenues and Expenses for the Period Ending
September 30, 2024**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff proposes that the Peninsula Corridor Joint Powers Board accepts and enters into the record the Statement of Revenues and Expenses, and supplemental information for the period ending September 30, 2024; the first Quarter of Fiscal Year 2025 (FY25Q1).

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through September 30, 2024. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the year-to-date budget, including dollar and percentage variances.

Total Revenue:

As of September 30, 2024, total revenues were \$49.0 million compared to \$53.2 million in the adopted budget, resulting in an unfavorable variance of (\$4.2 million) or 7.9 percent.

The unfavorable revenue variance was primarily driven by the following:

- Delay in receipt of LCFS, LCTOP, and SRA grants resulting in unfavorable revenue of \$3.4 million (100 percent) which we anticipate resolving by year-end with grant receipt expected later in the fiscal year.

Total Expense:

As of September 30, 2024, total expenses were \$47.7 million compared to \$55.1 million in the adopted budget, resulting in a favorable variance of \$7.4 million or 13.5 percent.

The favorable expense variance was primarily driven by the following:

- Professional Services expenses were \$2.3 million (68.5 percent) favorable with actual expenses \$1.1 million, compared to a budget of \$3.4 million. This is driven by normal timing issues associated with the billing cycles, and expenses are expected to increase over the next several periods while remaining within adopted/revised budget over the FY.

- Rail Operator Service expenses were \$2.1 million (6.9 percent) favorable, with actual expenses of \$28.6 million compared to a budget of \$30.7 million. This favorable variance is attributable to variations and timing of invoices as received from rail operator.
- Fuel and Lubricants expenses through September are \$1.0 million (26.7 percent) favorable, also driven by timing of billing. Fuel and Lubricants and Electric Charge for Power Traction expenses are expected to remain within adopted/amended budget.

The favorable expense variance was partially offset by unfavorable expenses, driven by the following:

- Claims, Payments, and Reserves show an unfavorable variance of \$0.8 million (246.4 percent), with expenses totaling \$1.1 million compared to the \$0.3 million budget. This is driven by the increased frequency and magnitude of claims expenses anticipated with both ongoing and settled cases.

Other Information: The Agency accounts for revenue and expense on a modified cash basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the variance between the current year actual and the budget may show noticeable variances due to the timing of expenses.

Budget Impact

Acceptance of the month of September 2024 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Li Saunders	Accountant II	650.622.7848
	Danny Susantin	Financial Reporting, Manager	650.622.8073

	PENINSULA CORRIDOR JOINT POWERS BOARD STATEMENT OF REVENUE AND EXPENSE FISCAL YEAR 2025 AS OF SEPTEMBER 2024						(In Thousands)
	YEAR-TO-DATE JULY TO SEPTEMBER					ANNUAL	
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET		
REVENUE							
OPERATIONS:							
Caltrain Fares	\$ 9,077	\$ 9,483	\$ 406	4.5%	\$ 35,923		
Go Pass	4,610	3,824	(786)	(17.1%)	18,440		
Parking Revenue	742	670	(72)	(9.7%)	2,218		
Rental Income	264	412	147	55.7%	1,057		
Other Income	1,505	1,918	414	27.5%	6,019		
TOTAL OPERATING REVENUE	16,198	16,307	109	0.7%	63,658		
CONTRIBUTIONS:							
Operating Grants	2,672	2,672	-	0.0%	10,688		
Measure RR	30,784	30,017	(768)	(2.5%)	120,100		
Member Agency (VTA - Gilroy)	129	-	(129)	(100.0%)	517		
LCFS, LCTOP/SRA	3,441	-	(3,441)	(100.0%)	13,765		
TOTAL CONTRIBUTED REVENUE	37,027	32,689	(4,338)	(11.7%)	145,070		
GRAND TOTAL REVENUE	\$ 53,225	\$ 48,995	\$ (4,229)	(7.9%)	\$ 208,728		

	PENINSULA CORRIDOR JOINT POWERS BOARD STATEMENT OF REVENUE AND EXPENSE FISCAL YEAR 2025 AS OF SEPTEMBER 2024					(In Thousands)
	YEAR-TO-DATE JULY TO SEPTEMBER					ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
EXPENSE						
DIRECT EXPENSE:						
Rail Operator Service	\$ 30,740	\$ 28,623	2,117	6.9%	\$ 105,902	
OCS/TPS Maintenance	-	-	-	0.0%	20,731	
Security Services	2,143	1,975	168	7.8%	8,572	
Shuttle Services	20	17	3	13.2%	80	
Fuel and Lubricants*	3,857	2,828	1,029	26.7%	5,069	
Electric Charges for Power Traction	-	-	-	0.0%	19,495	
Timetables and Tickets	24	8	16	67.5%	95	
Insurance	2,813	3,047	(234)	(8.3%)	11,253	
Claims, Payments, and Reserves	330	1,143	(813)	(246.4%)	1,320	
Facilities and Equipment Maintenance	2,244	1,312	933	41.6%	9,008	
Utilities	677	598	79	11.6%	2,709	
Maint & Services-Bldg & Other	534	386	147	27.6%	2,264	
TOTAL DIRECT EXPENSE	43,382	39,937	3,444	7.9%	186,497	
ADMINISTRATIVE EXPENSE						
Wages and Benefits	5,926	5,131	795	13.4%	20,885	
Managing Agency Admin OH Cost	885	779	106	12.0%	3,565	
Board of Directors	16	5	11	66.8%	63	
Professional Services	3,407	1,072	2,335	68.5%	13,274	
Communications and Marketing	98	90	8	8.2%	386	
Other Expenses and Services	1,392	674	718	51.6%	5,705	
TOTAL ADMINISTRATIVE EXPENSE	11,723	7,751	3,972	33.9%	43,878	
TOTAL OPERATING EXPENSE	55,105	47,689	7,416	13.5%	230,375	
Debt Service Expense	-	-	-	0.0%	7,763	
GRAND TOTAL EXPENSE	\$ 55,105	\$ 47,689	\$ 7,416	13.5%	\$ 238,138	
Projected Contribution to Reserve					6,812	
NET SURPLUS / (DEFICIT)	(1,880)	1,307	3,187	(169.5%)	(36,222)	
Draw from Measure RR Reserve for PCEP					36,222	
ADJUSTED NET SURPLUS / (DEFICIT)	(1,880)	1,307	3,187	(169.5%)	-	
Reserve, Beginning Balance					28,908	
Projected Contribution to Reserve					6,812	
Reserve, Ending Balance					35,721	

* Fuel and Lubricants costs were increased by a realized loss of \$59K from the fuel hedge program.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: James C. Harrison, General Counsel
Subject: **Authorize Executive Director to Execute Agreement with SamTrans to Add Rail Safety Direct Service Positions**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

The Governance Memorandum of Understanding (MOU) between the San Mateo County Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board (Caltrain), executed in August 2022, provides that SamTrans shall serve as managing agency of the JPB and provide shared services. The MOU does not specifically address the safety function. In addition, section 2.F of the Governance MOU authorizes Caltrain to add direct report positions to replace functions currently being performed through shared services, with SamTrans’ consent. In February 2023, SamTrans agreed to Caltrain’s request to add the position of Chief Safety Officer reporting to the Caltrain Executive Director. In order to ensure that Caltrain has dedicated rail safety staff with an unambiguous charge to support the operation of an electrified railroad, Caltrain would like to enter into an agreement with SamTrans to establish a rail safety department, including three positions that are currently shared between Caltrain and SamTrans and other positions as Caltrain determinates are necessary to meet Caltrain’s safety needs. The SamTrans Board considered and approved this request on October 9, 2024.

Accordingly, staff request that the Board authorize the Executive Director, or designee, to enter into an agreement with SamTrans to:

1. Establish a Caltrain safety department, including converting three existing shared services positions (Senior Rail Safety Officer, Rail Safety Officer, System Safety Officer) into Caltrain direct services positions, and adding other rail safety positions as Caltrain determines are necessary to meet Caltrain’s safety needs, pursuant to Section 2.F of the Governance MOU. SamTrans and Caltrain will continue to share a Data/Business Analyst to support both agencies’ safety functions.

Discussion

Pursuant to the MOU, SamTrans serves as managing agency of Caltrain and provides shared services to Caltrain. The MOU identifies the shared services functions provided by SamTrans but does not identify safety and security. In addition, section 2.F of the MOU authorizes Caltrain to

add direct service positions to replace shared services, with SamTrans' consent, which may not be unreasonably withheld.

Following a March 2022 incident in which a Caltrain train struck on-track equipment, injuring several contractors and passengers, Caltrain reconsidered its safety program and culture. A safety assessment conducted by the Wathen Group following the March 2022 incident found that the absence of a rail-dedicated safety officer reporting directly to the Caltrain Executive Director was an impediment to a successful safety program and inconsistent with federal guidance and industry best practices.

Accordingly, Caltrain requested SamTrans' consent to the creation of the position of Caltrain Chief Safety Officer, reporting directly to the Caltrain Executive Director in 2023. SamTrans granted consent, and Caltrain filled this position with a seconded consultant while searching for a permanent Chief. Having a dedicated safety officer focused exclusively on the safety needs of the railroad has been a significant benefit to Caltrain.

However, the fact that the Chief Safety Officer has no direct reports and is supported by SamTrans staff who report to the SamTrans Director of Safety and Security has hindered recruitment for the permanent position. Specifically, the status quo presents challenges arising from working in an organizational structure where the staff who are primarily dedicated to Caltrain, including the Rail Safety Officer, report to the Caltrain Chief Safety Officer on a dotted line basis through the SamTrans Director of Safety and Security.

Caltrain faces complex safety challenges stemming from the operation of a railroad, numerous capital programs, and the on-going maintenance and support needs of JPB infrastructure. Moreover, as an agency regulated by the Federal Railroad Administration (FRA), Caltrain is subject to extensive operating and safety mandates, requiring deep knowledge of FRA compliance, procedures, and programs. Like operations, safety is a core function of Caltrain.

Additionally, Caltrain's recent transition to an electrified operating environment presents new safety challenges, including the need to:

- (1) train its workforce and emergency responders in preparation for electrified operation;
- (2) address hazards created by trees adjacent to the new high voltage power lines;
- (3) prepare for a transition to electric trains, which are quieter and accelerate and decelerate faster than diesel trains;
- (4) safely maintain both diesel and electric trains in a limited envelope;
- (5) educate community partners and the public about electrified service; and
- (6) continue to support the safe operation of the railroad for customers, staff, and construction workers while undertaking significant capital projects including bridge replacements, grade separations, bicycle and pedestrian crossings, and major projects at either end of the corridor – DTX or the Portal in San Francisco and Diridon Station in San Jose.

Caltrain's ability to support these efforts is critical to ensuring the safe operation of the railroad.

Currently, the Caltrain Chief Safety Officer relies upon shared services staff to support Caltrain's safety program, including two employees who dedicate 90 percent of their time to Caltrain

(Senior Rail Safety Officer and Rail Safety Officer) and one employee whose time is split equally between Caltrain and SamTrans (Data/Business Analyst). A fourth position, System Safety Officer, is currently vacant. Because the shared services employees continue to report to SamTrans' Director of Safety and Security, there are competing demands for their attention, which reduces the level of support and focus for rail safety activities, notwithstanding the best efforts of SamTrans' Director of Safety and Security and Caltrain's Chief Safety Office to collaborate with one another.

The fact that rail safety staff take direction from both Caltrain's Chief Safety Officer and from SamTrans' Director of Safety and Security also raises questions about liability in the event of a safety incident. Under the Governance MOU, SamTrans is responsible for indemnifying Caltrain against liability arising from its provision of shared services not otherwise directed by Caltrain. Because the responsibility for indemnification turns on whether a shared services employee has acted on direction from SamTrans or Caltrain, the current organizational structure creates ambiguity with respect to liability. If Caltrain were to establish its own safety department, the responsibility for safety and liability for accidents would clearly lie with Caltrain.

The current organizational structure has also created broader confusion at SamTrans and Caltrain. Based on the organizational chart, employees outside of the Safety and Security Department have at times called the Rail Safety Officers with requests to address bus safety/security issues, and the recent appointment of a SamTrans Deputy Director for Safety to whom all safety officers report has created confusion about the role of the Caltrain Chief Safety Officer, including whether he reports to the Deputy Director. This lack of organizational clarity creates the potential for conflict and role confusion.

In 2023, then-JPB Chair Jeff Gee requested that Caltrain commission a peer review of its readiness for electrified operations. The American Public Transportation Association (APTA) undertook the peer review from July-September 2023. After speaking with Caltrain staff and Board members and SamTrans officials and reviewing relevant records, the APTA peer reviewers found that "safety is as much a culture as it is a department" and recommended that "Caltrain's safety staff should not include shared positions; safety should report wholly to Caltrain."

Because of the varied and complex safety needs of the railroad and because safety is a core function of Caltrain, it is critical that Caltrain have a dedicated rail safety department reporting to the Caltrain Chief Safety Officer. The rail safety department should include the three existing rail safety positions (Senior Rail Safety Officer, Rail Safety Officer and System Safety Officer) and other future staff as necessary to meet Caltrain's safety needs. The creation of a rail safety department, including the addition of these three positions, is essential to the successful operation of electrified service and is consistent with Caltrain's "safety first and always" goal. SamTrans has agreed to this request, and SamTrans and Caltrain have agreed to continue to share the services of a Data/Business Analyst, who will continue to support both agencies' safety needs as a shared service.

Budget Impact

The three existing positions -- Senior Rail Safety Officer, Rail Safety Officer and Data/Business Analyst --- are currently jointly funded with Caltrain covering 90 percent of the two Rail Safety Officer positions and 50 percent of the Data/Business Analyst position. The fourth position, System Safety Officer, is currently vacant but is designated to be 90 percent Caltrain. Total additional budget impact of converting the Senior Rail Safety Officer, Rail Safety Officer, and System Safety Officer positions into Caltrain direct service positions is estimated to be approximately \$30,000 for FY2025.

Prepared By: James Harrison General Counsel 510-346-6200

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning
Subject: **Adoption of Caltrain 10-Year Capital Improvement Plan (CIP)**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff proposes that the Board of Directors (“Board”) of the Peninsula Corridor Joint Power Board (“JPB”) adopt the 10-Year Capital Improvement Plan (“CIP”) for Fiscal Year (“FY”) 2026 to FY 2035 and request delegation of limited authority to the Executive Director or designee to make regular updates to the portfolio of capital projects and programs (Appendices A and B).

Discussion

Background – In September, staff presented an informational item to the Technology, Operations, Planning, and Safety Committee (TOPS) Committee introducing the components of the draft 10-Year CIP: the strategic initiatives, the portfolio of capital projects, the prioritization tool and its engagement with the Caltrain’s member agencies. Since then, staff have presented to the City and County Staff Coordinating Group (CSCG) and Local Policy Maker Group (LPMG).

Considerations from TOPS Committee and CSCG/LPMG – The TOPS Committee highlighted the importance of engaging local communities in the development of Caltrain’s corridor. During the meeting with the CSCG and LPMG, staff presented their methodology for developing the portfolio of capital projects and how local initiatives were incorporated.

The process involved reviewing city and county planning documents to ensure that projects related to the Caltrain corridor were identified and included in the portfolio of capital projects. The team then considered whether the potential projects were active and required Caltrain’s involvement. The first Caltrain CIP focuses on grade crossing initiatives in alignment with the ongoing Corridor Crossing Strategy.

Caltrain aims to be a supportive partner to local jurisdictions in project development along its right-of-way. For example, Caltrain recognizes that stations are valuable assets for everyone, and riders desire more vibrant space as highlighted in the 2023 Customer Satisfaction Survey. Collaboration is essential to achieving this vision. While Caltrain is continuously improving its CIP, it is also aiming to incorporate a broader range of local projects. This focus will continue to be integrated into the CIP process, as outlined below.

There may be additional comments from LPMG pending the meeting scheduled for October 24, 2024, at 05:30 pm. Any additional information will be published as a revision after that time and be included in the presentation to the TOPS Committee.

Member Agency Engagement – Caltrain's member agencies reviewed the CIP before its public release, providing valuable feedback on content and presentation. They also participated in workshops to define systemwide projects for future funding, with their insights incorporated into the CIP. This is important because each of the three county transportation authorities has different requirements associated with their funding measures. Caltrain needs each of these sources of funding to have a cohesive program of maintenance and improvements crossing county boundaries.

The CIP will also serve as the foundation for ongoing discussions about funding allocation and the capital budget process. Staff are planning additional workshops to evaluate the eligibility of priority projects for funding. Outcomes will be included in the constrained 4-Year Rolling Program (as described below) and will inform the two-year capital budget.

CIP Update and Integration Process – Staff work internally to integrate existing and new processes. This includes on-boarding new projects, updating existing projects and collecting additional information to improve future iteration of the CIP. Projects can be added at any time throughout the year to ensure continuous relevance of the CIP for Caltrain, its funding partners, and local communities. This flexibility applies to both Caltrain-sponsored projects and local or regional initiatives that require Caltrain's involvement.

Next Steps – Once adopted, the CIP will be used to develop a strategic funding plan. This plan will outline the framework for long-term funding strategy discussions with Caltrain's funding partners. As Caltrain policies are updated and developed they will be reflected in the CIP, including the Access Policy, Adopted Service Vision, and Transit-Oriented Development Policy.

Simultaneously, staff is developing the 4-Year Rolling Program and preparing for engagement with Caltrain's member agencies regarding funding allocation. The Rolling-Program outlines the projects Caltrain has the funding and organizational capacity to deliver, and staff are developing it alongside the FY2026-2027 Capital Budget. Staff plan to bring an informational item on the 4-Year Rolling Program in early 2025.

Budget Impact

The adoption of the 10-Year CIP does not have a direct impact on the budget. The 10-Year CIP provides a roadmap for capital investment and an evaluation tool for the agency to invest its resource in projects that yield the most benefits to the agency.

Prepared By: Lyne-Marie Bouvet Principal Planner, Capital 650-508-6446
Improvement Plan

Resolution No. 2024-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Adopt Caltrain 10-Year Capital Improvement Plan (CIP)

Whereas, staff presented an informational item to the Technology, Operations, Planning, and Safety Committee (TOPS) Committee introducing the draft 10-Year CIP, including strategic initiatives, the portfolio of capital projects, the prioritization tool, and engagement with Caltrain transportation authorities' member agencies;

Whereas, staff have presented the CIP to the City and County Staff Coordinating Group (CSCG) and Local Policy Maker Group (LPMG); and

Whereas, Caltrain's member agencies reviewed the CIP to provide feedback, and participated in defining systemwide projects for future funding; and

Whereas, each of the member agencies have different requirements to receive funds from their associated funding measures, and staff's engagement with these authorities will allow Caltrain to have a cohesive program of maintenance and improvements crossing county boundaries; and

Whereas, the CIP will serve as the foundation for ongoing discussions about funding allocation and the capital budget process; and

Whereas, the CIP provides staff with flexibility to integrate existing and new processes, and to add projects at any time throughout the year for Caltrain-sponsored projects as well as local or regional initiatives that Caltrain is involved in; and

Whereas, the CIP will be used to develop a strategic funding plan that will outline the framework for long-term funding strategy discussions with Caltrain’s funding partners.; and

Whereas, as Caltrain policies are updated and developed, they will be reflected in the CIP; and

Whereas, staff is also developing the 4-Year Rolling Program, alongside the Fiscal Year 2026-2027 Capital Budget, and preparing for engagement with Caltrain’s member agencies regarding funding allocation. The Rolling-Program outlines the projects Caltrain has the funding and organizational capacity to deliver; and

Whereas, the 10-Year CIP provides a roadmap for capital investment and an evaluation tool for the agency to invest its resource in projects that yield the most benefits to the agency, and does not have a direct impact on the budget.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board adopts the 10-Year Capital Improvement Plan (CIP) for Fiscal Year 2026 to Fiscal Year 2035.

Be it Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the delegation of limited authority to the Executive Director or designee to make regular updates to the portfolio of capital projects and programs (Appendices A and B).

Regularly passed and adopted this 7th day of November 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

Acting JPB Secretary



10-Year Capital Improvement Plan

FY2026 - FY2035



FINAL DRAFT - September 13, 2024

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Letter from the Executive Director

I'm thrilled about Caltrain at this historic moment. We recently completed our \$2 billion Peninsula Corridor Electrification Project (PCEP), and now our customers are traveling on the nation's newest electrified corridor. We will also be the nation's first railroad to offer service using Battery Electric Multiple Units (BEMUs). Transit Agencies across the country are looking at Caltrain as we transform our region's transportation system- making it more sustainable and equitable. We're transforming our region's transportation system, and we're making it more sustainable and equitable.



As we move forward with so much new infrastructure, we need stable and transparent plans and sound business processes to support them. The Capital Investment Plan (CIP) is a critical tool to guide our path forward and memorialize how we deliver projects to meet Caltrain's core values and goals, including safety and customer experience. This CIP helps us prioritize and communicate our capital needs, which allows us to continue to improve our service, expand our reach, and make Caltrain the best transportation option for everyone in our region.

The CIP introduces Strategic Initiatives that help balance our needs to continually improve safety and security, address ongoing state of good repair projects, maintain core service, enhance customer experience, and set the stage for delivering our Long-Range Service Vision with the need to continue advancing our local jurisdiction partner projects, grade separation projects, and projects with regional significance.

Thank you to everyone who made this happen. The CIP development was absolutely an agency-wide effort. We couldn't have gotten here without the dedication, experience, and expertise of everyone at Caltrain to develop and document the portfolio of projects and consider how we prioritize our long-term capital investments. Our member agency Transportation Authorities (TAs) from San Francisco, San Mateo, and Santa Clara Counties were also integral to finalizing the CIP and ensuring it is a functional tool that supports their continued contributions to the Caltrain Capital Budget. Thank you to the dedicated CIP Team who led us through this process and diligently ensured everyone had the opportunity to shape Caltrain's first 10-Year CIP.

Let's remember these three themes... We're at a historic moment of transformation, this CIP is the result of an agency-wide and TA collaborative effort, and we're all eager for this CIP to guide our future. Now that we have implemented our 10-year CIP, let's keep the momentum going and deliver projects that make Caltrain a world-class travel experience.

Michelle Bouchard, Executive Director

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Acknowledgments

Caltrain is grateful to all who dedicated their time and effort to the development of its first formal CIP. From Caltrain's project managers, subject matter experts, and Executive Leadership team, to its three member agencies, the development of the CIP was an agency-wide effort that will provide a roadmap for Caltrain's future investments.

Peninsula Corridor Joint Powers Board (2023-2024)

Representing the City and County of San Francisco

Steve Heminger
Monique Zmuda
Shamann Walton

Representing San Mateo County

Rico E. Medina
Ray Mueller
Jeff Gee (former chair)

Representing Santa Clara Valley County

Devora "Dev" Davis, Chair
Margaret Abe-Koga
Pat Burt
Cindy Chavez

Member Agencies Staff

San Francisco County Transportation Authority (SFCTA)

Anna Laforte
Ahmed Thleiji
Amelia Walley

San Mateo County Transportation Authority (SMCTA)

Jessica Manzi
Patrick Gilster
Vamsi Tabjulu

Valley Transportation Authority (VTA)

Jane Shinn
Marcella Rensi
Jason Kim

Executive Steering Committee

Dahlia Chazan, Chief of Planning

David Covarubbias, Deputy Chief Financial Officer

Casey Fromson, Chief of Staff

John Hogan, Chief Operating Officer

Li Zhang, Chief of Commercial and Business Development

Michael Meader, Chief of Safety and Security

Sam Sargent, Director of Strategy and Policy

Robert Barnard, Chief of Design and Construction

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Supporting Firms

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Tom Hill, CPCS

Juan Felipe Torres, ARUP

Additionally, Caltrain wants to share its gratitude to Anthony Simmons and Sebastian Petty who supported the initial scoping of the CIP effort.



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Executive Summary

00

Caltrain 10-Year Capital Improvement Plan

FY2026 - FY2035

Caltrain's first Capital Improvement Plan (CIP) provides an aspirational investment strategy to help achieve its mission, realize its vision, and reinforce its core values. With over 160 years of history, Caltrain, owned and operated by the Peninsula Corridor Joint Powers Board (JPB), remains focused on progress and innovation to meet the region's evolving travel needs while upholding safety and service standards.

The CIP's planning horizon extends from fiscal year (FY) 2026 to FY2035, offering a forward-looking perspective on capital investments to strive for financial stability, operational efficiency, transparency, and accountability. The CIP also offers a tool for the agency to manage its growth and build capacity at all levels. As a living document, the CIP will evolve alongside the agency's changing priorities and the direction of our Board, driving continued success in capital investment management.

Refer to Appendix A and Appendix B for the full 10-Year CIP Portfolio of Capital Projects and Programs.

The CIP also includes the Rolling Program, which examines the first four years of the 10-year time horizon and provides the agency with a financially constrained lookahead.

The Rolling Program is a separate document that readers can find on the Caltrain [website](#).

Mission

Caltrain is a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances the quality of life for all.

Vision

To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.

Core Values



Laying Out Caltrain's 10-Year Capital Needs

Caltrain is committed to providing a safe and reliable railroad service for its passengers and adjacent communities and a safe, equitable, and inclusive work environment for its employees.

The early identification of capital projects and programs is the first critical step to plan and allocate resources (staff and funding) to meet that goal. As part of the CIP, Caltrain has developed the [CIP portfolio of capital needs](#). It includes over 140 capital projects and programs separated into seven Strategic Initiatives that tells the story of what Caltrain intends to accomplish in the next 10 years.

Over 110 capital projects and programs are Caltrain-initiated and sponsored efforts, divided into five Strategic Initiatives:

- **Provide a Safe and Secure Railroad:** Safety is Caltrain’s core value. This category of projects enables a safe and secure operating environment for all: communities, passengers, and employees.
- **Maintain Core Services:** This Initiative includes capital projects and programs critical to providing core service levels. This encompasses on-going state of good repair (SOGR) programs that allow Caltrain to proactively prevent asset failures, capital projects to replace outdated or obsolete assets, and crucial planning functions.
- **Enhance Service and Customer Experience:** These capital projects and programs procure new assets or upgrade existing assets. They increase the system’s performance, improve customer experience, and enable operational improvements.
- **Deliver the Long-Range Service Vision:** The Caltrain Business Plan identifies these projects as essential for implementing the Board-Adopted Moderate Growth Service Vision of eight trains per hour per direction in the peak period.
- **Mandate, Compliance, and Emergency Projects:** The agency must invest in and implement capital projects per mandates by regulatory agencies or state and/or federal law. Implementation of these projects is typically time-sensitive.

The Long-Range Service Vision is the north star for growing the railroad and becoming a world-class travel experience.

Caltrain is also dedicated to supporting local and regional projects along its corridor, as reflected in two additional Strategic Initiatives:

- **Partner with Local Communities:** This Initiative reflects capital projects developed in partnership with local jurisdictions, including all grade separation projects.

- **Contribute to the Region’s Economic Vitality:** This Initiative includes projects of regional significance, developed in partnership with other agencies.

Additionally, the CIP Portfolio categories capital projects and programs into Discrete Projects and Recurring Programs.

- **Discrete Projects** have a beginning, an end, and an estimated cost to deliver. Discrete projects also include individual studies, assessments, and plan development efforts.
- **Recurring Programs** represent the railroad’s ongoing business and are imperative to fund annually. The majority of these programs are for the maintenance of the railroad, but these programs also include planning activities.

Caltrain’s Capital Projects and Programs

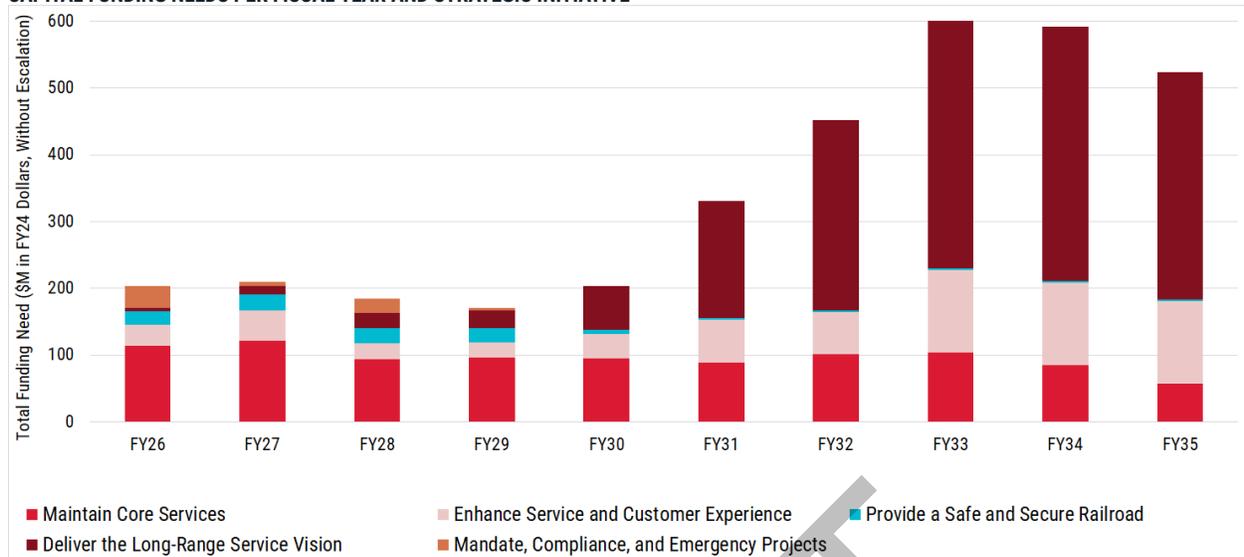
The 10-Year CIP is not financially constrained. Caltrain will need to identify new capital funding strategies and sources to support the recurring SOGR program and to advance enhancement and expansion projects identified in the 10-Year CIP. The funding needs to deliver these projects and programs vary over time and among the Strategic Initiatives.

10-YEAR FUNDING NEEDS PER CALTRAIN-INITIATED AND SPONSORED STRATEGIC INITIATIVE (FY2026-FY2035)

Strategic Initiative	Total Funding Needs (\$M)*
Provide a Safe and Secure Railroad	110
Maintain Core Services	960
Enhance Service and Customer Experience	660
Deliver the Long-Range Service Vision	1,700
Mandate, Compliance, and Emergency Projects	70
Total	3,500

* Totals are shown in FY2024 dollars without escalation

CAPITAL FUNDING NEEDS PER FISCAL YEAR AND STRATEGIC INITIATIVE



Provide a Safe and Secure Railroad

The greatest funding needs to Provide a Safe and Secure Railroad are in the first five years of the 10-year outlook with many investments needed to reduce trespasser intrusion into the active railroad right-of-way and risks to Caltrain’s critical assets.

The Systemwide Closed-Circuit Television (CCTV) System - Replacement and Expansion will replace the old, obsolete CCTV system and integrate the soon-to-be-released FRA compliance requirement. Cameras will be installed at critical grade crossings, stations, and facilities to improve passenger and community safety and security. CCTV also enables Caltrain to always have “eyes” on the railroad and respond to incidents more efficiently, reducing service disruptions’ duration. Caltrain is also advancing a pilot program to test intrusion detection at grade crossings. If the pilot is successful, Caltrain will develop a systemwide program as part of the Safety and Security Strategic Plan.

Mandate, Compliance, and Emergency Projects

Mandate, Compliance, and Emergency Projects currently consist of three projects to be closed out by FY2029. The regulatory environment is constantly changing, and Caltrain cannot plan for unknown

emergency projects, so projects under this Strategic Initiative will continually be monitored and updated.

Maintain Core Services

Funding needs to Maintain Core Services are relatively stable across fiscal years due to the recurring SOGR programs. The funding needs decrease slightly in FY2035 when significant bridges and structures capital projects, including the San Francisquito Creek Bridge Replacement, must be delivered. Built in 1902, the San Francisquito Creek Bridge is one of the oldest assets along the Caltrain corridor and has reached the end of its useful life. Additionally, the bridge location has been experiencing severe storms and high creek flows, eroding the soil on the northern creek bank that supports the bridge. The bridge is a vital link to maintain the continuity of Caltrain’s service and safety of the passengers and employees.

This Strategic Initiative also includes projects to upgrade critical systems: the Fiber Optic System, the Rail Operations Control System (ROCS), the Predictive Arrival and Departure System (PADS), and the Positive Train Control (PTC) System – a train safety system. A major overhaul of the systems will ensure Caltrain stays up to date on technology and can scale future service expansion. Implementation will significantly improve Caltrain’s reliability and customer experience.

Enhance Service and the Customer Experience

The funding needs for projects that Enhance Service and the Customer Experience increase with the procurement of additional trainsets to provide increased and zero-emission service to Gilroy. Procurement is currently planned to start in FY2030. Another major projects in this Initiative is the Level Boarding Program.

Caltrain will pilot a BEMU train to operate between San José and Gilroy where the corridor is not yet electrified. The demonstration of the BEMU will be the first time this technology is in operation on a regional rail train in the United States. If the pilot is successful and additional BEMUs can be acquired, Caltrain will run a fully electric fleet.

Deliver the Long-Range Service Vision

The CIP portfolio of projects also includes transformative investments that will allow for increased train service in the corridor. The Strategic Initiative to Deliver the Long-Range Service Vision includes projects that will enable the Board-Adopted Moderate Growth Service Vision of eight trains per hour, at peak period. The funding needs for the capital projects in this Strategic Initiative begin to increase in FY2030 with initiation of the electric fleet procurement and when major projects enter their construction phase: the Central Equipment Maintenance and Operations Facility (CEMOF) Yard

Capacity Enhancement and the New Signal and Train Control System.

The CEMOF Yard Capacity Enhancement expands the facility to meet the new fleet storage and maintenance needs. The new signaling system and positive train control upgrades will support reduced headways and speed increases along the corridor. The total funding needs does not include the full cost of projects as most of the projects will be completed after 2035.

Partner with Local Communities

Caltrain acknowledges that grade separation projects are costly, complex, and challenging and that local communities desire grade separated crossings due to their safety and transportation benefits for local communities.

Typically, the city/local jurisdiction initiates a grade crossings closure or modification. As the project sponsor, the city is responsible for preparing and executing a funding plan for the project's design and construction.

Contribute to the Region's Economic Vitality

Caltrain is involved in many projects that have regional significance. Depending on the project, its phase, and whether it impacts Caltrain's right-of-way and operations, Caltrain's role in these projects varies but remains essential.



Developing a Decision-Support Tool for the Agency

As stewards of public funds and in a period of scarce resources, Caltrain must ensure appropriate resource allocation by identifying, evaluating, and advancing capital projects that yield the most benefits for its service. In addition to providing the agency with an aspirational roadmap of capital investments, the CIP evaluates capital projects and programs according to a **Prioritization Framework**.

The Prioritization Framework is a tool for weighing Caltrain-initiated and sponsored capital projects and programs against agency values and goals and defining how these help Caltrain achieve its mission statement through four pillars:

1. Safety
2. Reliability
3. Accessibility
4. Sustainability

The results of this evaluation process inform the ranking displayed in the Caltrain 10-Year CIP Portfolio of Capital Projects and Programs (Appendix A).

The Framework helps Caltrain's Board and leadership to:

- Evaluate trade-offs between capital projects competing for the agency's resources
- Support informed decisions on which capital project to advance
- Communicate Caltrain's priorities to partners

The ranking of the list of projects then provides input for a constraining process that considers Caltrain's near-term capacity to deliver capital investments, which is detailed in the **Rolling Program**.

To see details and descriptions for every capital project and program that supports and advances the CIP Strategic Initiatives, refer to:

- **Appendix A – Caltrain 10-Year CIP Portfolio of Capital Projects and Programs**
- **Appendix B – Descriptions and Benefits for Caltrain 10-Year CIP Portfolio of Capital Projects and Programs**
- **Appendix C – List of Definitions, Abbreviations, and Acronyms in this document**



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Introduction

01

Introduction

Caltrain's first CIP is an aspirational roadmap that guides capital investments for the next decade. This plan encompasses a portfolio of capital projects and programs, adhering to Caltrain's mission, vision, and core values. It is designed to facilitate decision-making during financial constraints and ridership uncertainties. The CIP identifies and prioritizes capital projects and programs like SOGR, operational improvements, and regional endeavors. As the mission and vision of Caltrain evolve, so will the CIP. The CIP will be updated regularly in parallel with the agency's biennial capital budget cycle.

About Caltrain

2024 marks the 160th Anniversary of rail service between San Francisco and San José, the oldest continually run railroad west of the Mississippi. The system known today as Caltrain began in 1992 when the JPB took over the operation of the train, which now offers service to Gilroy.



The Caltrain service is evolving due to shifts in demographics, employment, climate goals, and the needs of residents and visitors in the Bay Area. Caltrain now operates electrified service on the San Francisco to San José main line with state-of-the-art electric-powered trainsets.

To meet its riders' changing needs, Caltrain is also shifting from a typical commuter-style railroad that provides peak period service to a more frequent all-day regional rail service that better aligns with various work shifts and travel needs.

As an agency, the mission, vision, and core values guide Caltrain:

Mission: Caltrain is a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances the quality of life for all.

Vision: To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.

Core Values:



Caltrain Governance

The JPB, which owns and operates Caltrain, consists of representatives from:

1. City and County of San Francisco
2. San Mateo County
3. Santa Clara Valley Transportation Authority (VTA)

In 2022, the JPB was authorized to designate an independent, permanent Caltrain Executive Director and dedicated Caltrain staff responsible for safety, design and construction, planning, and railroad operations oversight, among other functions. The San Mateo County Transit District (SMCTA) continues to serve as Caltrain's managing agency, providing shared services, such as contracts and procurement, accounting, treasury, and marketing and communications.

Funding Caltrain

In 2020, San Francisco, San Mateo, and Santa Clara County voters approved **Measure RR**, a one-eighth of a percentage sales tax for 30 years dedicated to Caltrain. It marked the first time that Caltrain has a dedicated funding source to support operation and capital.

Additionally, Caltrain receives various funding sources to deliver its capital projects and programs. Each funding source has its own sets of policies, eligibility requirements, and governing bodies. They can be categorized as follows:

- Member agencies' capital contributions: through local tax measures, each member agency provides funding for capital projects. The contributions vary each year.
- Regional Measure 3: funding for Bay Area highway and transit improvements through an increase in tolls on the region's seven state-owned toll bridges.
- Formula funding from state and federal sources: formula funding sources come primarily from cap-and-trade, sales, and gas taxes.
- Competitive funding from state and federal sources: competitive grants cover various capital projects; eligibility criteria vary.

The Caltrain Corridor

The Caltrain corridor runs 77.2 miles. Caltrain owns 52 miles from the northern end terminal in San Francisco to control point (CP) Lick, south of Tamien Station in San José. Union Pacific Railroad (UPRR) owns the remaining 25.2 miles south of CP Lick until Gilroy, wherein Caltrain operates with a shared use agreement.

Caltrain serves 31 stations. Caltrain owns most of the stations between San Francisco and Tamien, but also shares some assets with other owners. For example:

- Prologis owns the San Francisco 4th and King Station and adjacent railyard, and Caltrain has a perpetual operating right to the property.
- VTA owns the stations south of the Diridon-San José Station.
- Other passenger and freight rail services have agreements with Caltrain to use its tracks. This is particularly relevant at Diridon-San José Station where Amtrak Capitol Corridor and Altamont Corridor Express (ACE) have platforms.

Caltrain is responsible for approximately \$6.6 billion worth of assets to operate its system and deliver passenger rail service, as shown in the following diagram.

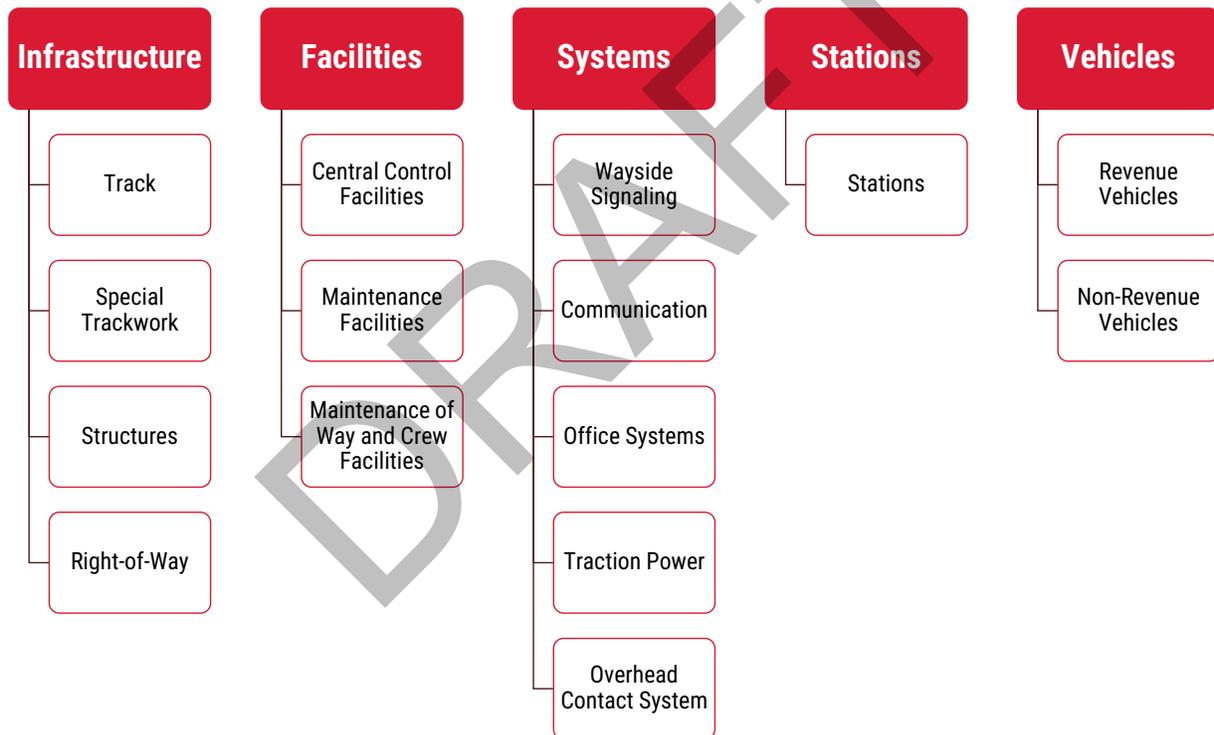


OVERVIEW OF CALTRAIN CORRIDOR



Images Created by CCS Team <https://www.caltrain.com/projects/ccs>

CALTRAIN FEDERAL TRANSIT ADMINISTRATION (FTA) ASSET CATEGORIES AND ASSET CLASSES



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Caltrain's First 10-Year CIP

02

Caltrain's First 10-Year CIP

This first CIP illustrates how Caltrain intends to invest its agency resources and funding in a portfolio of capital projects and programs over the next 10 years. It aligns with the agency's mission, values, and Board-adopted commitments, such as the Long-Range Service Vision.

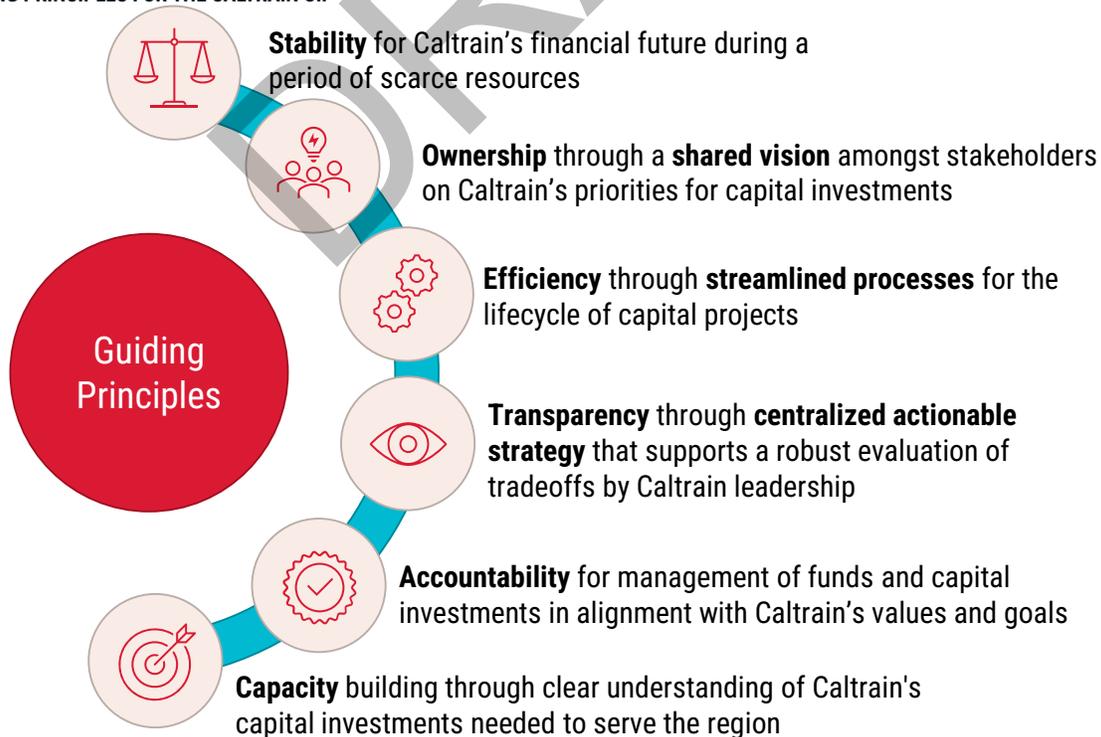
The CIP provides effective decision-making and prioritization tools in a period of financial constraint and uncertain ridership growth. It addresses the need to balance the completion of Caltrain's capital projects and programs, such as SOGR and operational improvements/enhancements work, with local jurisdictions' projects and megaprojects of regional and statewide significance. It has been developed following the guiding principle presented below.

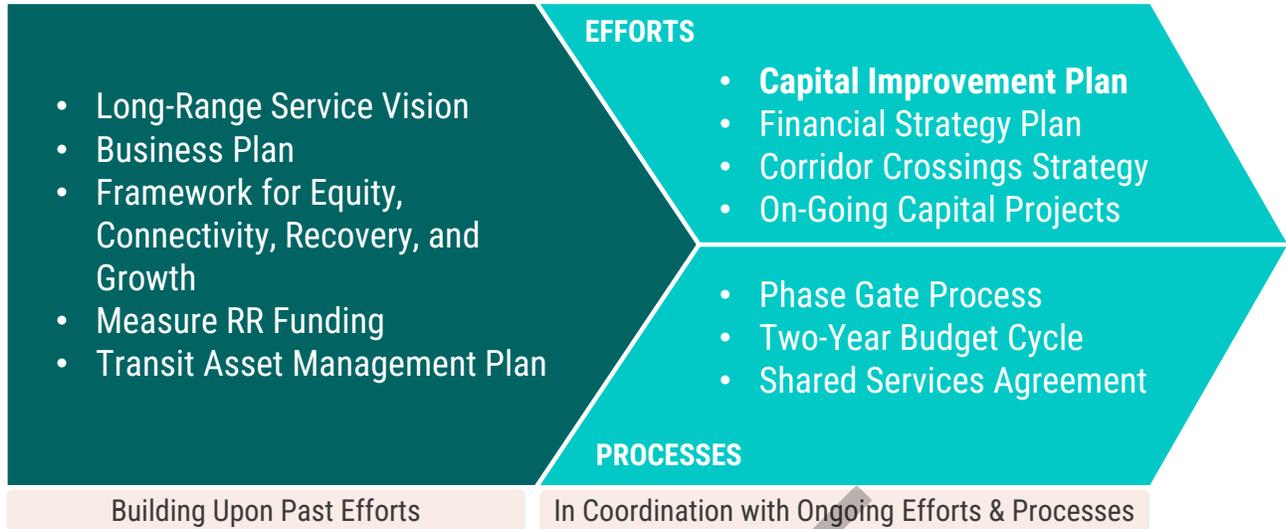
Guiding Documents that Support the CIP

Caltrain developed the CIP alongside significant undertakings such as the Caltrain Financial Strategy and the Corridor Crossings Strategy.

The development of the CIP is particularly timely as the agency implements new and revised processes for capital investments and delivery. These include the enhanced Phase Gate Process, restructured in 2021, which supports the Caltrain Management Committee that ensures capital projects and programs proceed in alignment with Caltrain's business objectives and meet performance criteria. Capital projects tracked through the Management Committee process are reported in the Caltrain Quarterly Status Reports, published quarterly on the agency's [website](#).

GUIDING PRINCIPLES FOR THE CALTRAIN CIP





The primary planning document directing Caltrain’s evolution is the Caltrain **Business Plan**, which details Caltrain’s Board-Adopted Long-Range Service Vision to grow Caltrain into a world-class regional railway and provide a vital link in a growing regional and megaregional rail network. The Board-Adopted Long-Range Service Vision is a critical policy action that sets a specific goal for the railroad to work toward and helps focus its resources on critical planning, organizational, and implementation work.

The Business Plan called for Caltrain to study and develop a corridor-wide approach to planning and delivering grade crossing projects. Grade crossing projects require Caltrain involvement throughout all delivery phases and compete for limited staff and funding resources. Launched in 2022, the **Corridor Crossings Strategy** will enable streamlined and reliable project delivery, develop a corridor-wide approach to grade separation projects, and strengthen Caltrain’s relationships with local partners.

Complementing the Business Plan, Caltrain developed and adopted the **Framework for Equity, Connectivity, Recovery, and Growth** during the COVID-19 pandemic. The framework guides Caltrain to advance policies and actions that advance equity and incrementally implements the Board-Adopted Long-Range Service Vision.

The **Transit Oriented Development (TOD) Policy** seeks to promote sustainable transportation, create value to reinvest in the railroad, offer equitable access, and establish station areas as complete communities.

In parallel with the development of this CIP, Caltrain has updated its 2010 **Comprehensive Access Program Policy Statement** to support decision-making on access-related projects, align the Policy with other Caltrain policies and current initiatives, and incorporate the latest industry best practices in station access improvements. Caltrain adopted the Updated Caltrain Station Access Policy in September 2024.

The **Rail Corridor Use Policy (RCUP)** guides decision-making for capital projects regarding the compatibility of proposed non-railroad uses with the railroad’s current and future needs. Caltrain expects to update the RCUP in the next two years.

Alongside ambitions to grow the service, Caltrain must maintain its existing assets to ensure safe and reliable daily operations. The **Transit Asset Management (TAM) Plan** promotes a culture of managing existing assets and keeping them in a SOGR to ensure that the agency continues providing safe, reliable, high-quality passenger rail service.

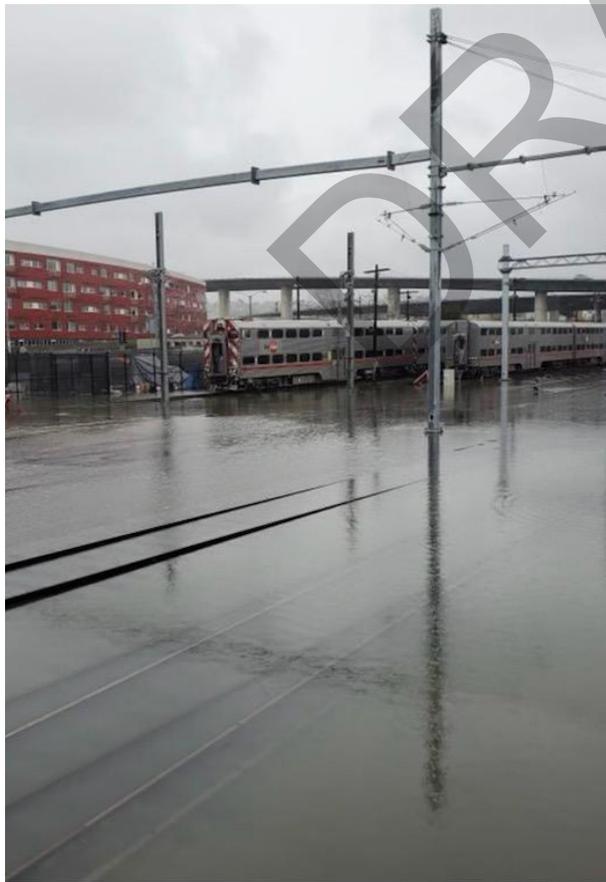
The Caltrain **System Safety Program Plan’s (SSPP)** overall goal is to achieve the highest practicable

level of safety for all Caltrain passengers, employees, contractors, and the public. The SSPP coordinates with the TAM Plan in maintaining assets in SOGR to identify, eliminate, minimize, and control hazards and their risks by setting processes and procedures.

Caltrain is leading multiple parallel efforts addressing sustainability:

- It is reporting on its greenhouse gas (GHG) emissions and energy consumption through its **Sustainability Report**, updated regularly.
- It is currently defining its vision for sustainability and climate resilience in its **Strategic Sustainability Plan** process, anticipated in 2025.
- Caltrain is also evaluating the vulnerability of its assets to climate changes.

Results of those efforts will be including in an update to the CIP through new capital projects and updates to the sustainability criteria in the prioritization framework.



Developing a Decision-Support Tool for the Agency

As stewards of public funds and in a period of scarce resources, Caltrain must ensure appropriate resource allocation by identifying, evaluating, and selecting the capital projects that yield the most benefits to Caltrain. The Prioritization Framework is the tool that allows for a robust evaluation of tradeoffs.

The ranking of the projects and programs then provides input for a constraining process that considers Caltrain's near-term resources' capacity to deliver projects and programs, including projects initiated by local jurisdictions and regional agencies.

The Prioritization Framework tool will evolve in parallel to future agency values and goals.

Prioritization reflects how the capital projects and programs in the 10-Year CIP align with Caltrain's values and goals.

Constraints refine the prioritized capital projects and programs in the 10-Year CIP to what Caltrain can deliver over the next four years.

Ranking Projects Using the Prioritization Framework

The Prioritization Framework align the CIP Portfolio of capital projects and programs with agency values and goals. Caltrain-initiated and sponsored capital projects and programs are evaluated based on the **Caltrain mission statement**, using four pillars: **Safety, Reliability, Accessibility, and Sustainability**.

Each of these pillars includes evaluation criteria to measure the benefits that a project or program will provide.

Only projects and programs within the following Strategic Initiatives were evaluated through the tool:

- *Provide a Safe and Secure Railroad*
- *Maintain Core Services*
- *Enhance Service and Customer Experience*
- *Deliver the Long-Range Service Vision*

Projects included in the *Partner with Local Communities* and *Contribute to the Region's Economic Vitality* are not evaluated for how they align with Caltrain's values and goals since local jurisdictions or regional agencies initiate them and the projects serve a local or regional purpose and need. *Mandate, Compliance, and Emergency Projects* are evaluated depending on the timing of their implementation.

The tool scores capital projects and programs on the magnitude (Significant, Moderate, Minimal, or Not Applicable) of the benefit they provide for each criterion.

- **Safety** is given the highest weight, since "safety first and always" is a Caltrain core value.
- **Reliability**, which focuses on maintaining SOGR and improving service reliability, is given the second highest weight, since it is essential to a world-class passenger travel experience and to regain ridership.

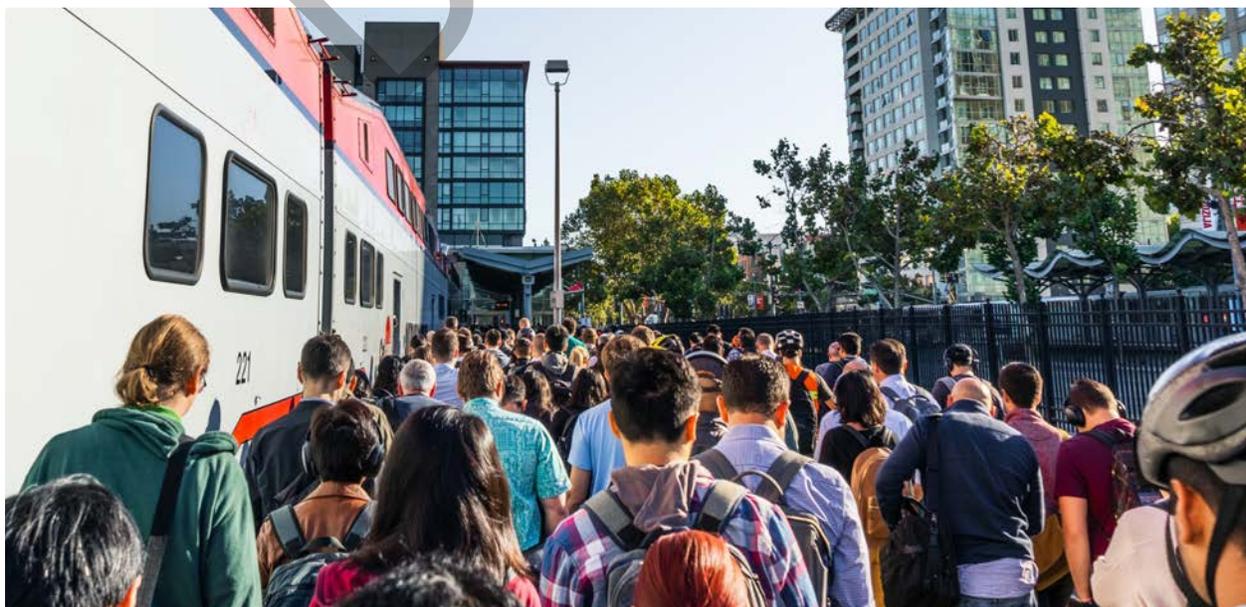
- **Accessibility** and **Sustainability** are given equal weight.

- » Following the electrification and related service disruptions throughout the past years, the Inclusive Passenger Experience is essential to attract new and keep existing riders and, therefore, weighted accordingly within the Accessibility pillar.
- » To address the operating deficit, the financial sustainability of capital projects and programs, which refers to operations and maintenance (O&M) costs and potential revenue generation, is given the highest weight within the Sustainability pillar.

The highest scores rank first.

Having one cumulative score for each project and program in the CIP provides flexibility. Projects and programs can be ranked altogether or within each Strategic Initiative.

Appendix A provides the prioritization ranking of discrete projects and recurring programs within their Strategic Initiative.



PRIORITIZATION FRAMEWORK - EVALUATION CRITERIA

<p>SAFETY Improves safety for all and mitigates risks to a safe operating environment.</p>	<p>RELIABILITY Improves system performance.</p>
<p>Passenger and Community Safety and Security Improving passenger and community safety and security while accessing, using, or interfacing with Caltrain service and facilities.</p> <p>Employee Safety and Security Providing Caltrain employees and all other railroad workers a safe and secure environment.</p> <p>Systemwide Safety and Security Improving an asset to lower its risk hazard probability rating that, if not addressed, will affect other parts of the system or put other assets at risk.</p>	<p>Asset Reliability Improving the useful life of an asset to avoid disruptions and financial losses.</p> <p>Asset Monitoring Improving ongoing asset monitoring to maintain assets in a state of good repair.</p> <p>Service Performance Delivering projects and programs that improve Caltrain’s service performance.</p>
<p>ACCESSIBILITY Improves equitable access and overall passenger experience.</p>	<p>SUSTAINABILITY Improves the longevity and durability of infrastructure, finances, and the natural environment.</p>
<p>System Access Improving access to and from the railroad system, per Caltrain’s Access Policy.</p> <p>Inclusive Passenger Experience Improving equity and the passenger experience for all, including underserved rider populations.</p>	<p>Climate Resiliency Improving or adapting assets’ resiliency to climate change, severe weather, and/or natural disasters.</p> <p>Environmental Stewardship Sustaining the natural environment by either providing a benefit to or reducing or eliminating environmental impacts to the natural environment.</p> <p>Financial Sustainability Contributing the Caltrain’s financial stability.</p>

10-Year Capital Needs

Capital projects and programs vary in funding needs, ownership of the right-of-way, and sponsorship. All require Caltrain staff involvement to varying degrees. Early identification of capital projects and programs is critical to planning and allocating resources (staff and funding) accordingly.

Defining Capital Projects and Programs

The portfolio organizes over 140 capital projects and programs into seven Strategic Initiatives, further defined in the following chapters.

1. Provide a Safe and Secure Railroad
2. Maintain Core Services
3. Enhance Service and Customer Experience
4. Deliver the Long-Range Service Vision
5. Mandate, Compliance, and Emergency Projects
6. Partner with Local Communities
7. Contribute to the Region's Economic Vitality

Projects and Programs with Systemwide Benefits

During the Spring and Summer of 2024, Caltrain met with their member agency TAs to define capital projects and programs that provide **systemwide benefits**.

A systemwide capital project is defined as a project critical to deliver Caltrain's main line service or that provides benefits to all customers, regardless of the project's location. Projects that qualify as "systemwide" include:

Category 1:

State of Good Repair (SOGR) projects that replace or rehabilitate an asset at the end of its useful life, have low redundancy, or have reached technical obsolescence, and that are critical to running or maintaining Caltrain passenger service safely. If that asset fails, it impacts Caltrain's ability to operate its main line service.

Category 2:

Recurring capital programs that enable Caltrain to take proactive measures to run its passenger

service safely and avoid asset failures that would disrupt Caltrain's service.

Category 3:

Recurring planning programs that enable Caltrain to deliver its service and develop the roadmap of capital investments.

Category 4:

Capital projects or programs that have been identified in a planning study that covers the entire main line corridor and that provide benefits to Caltrain's main line Service in terms of:

- Safety and security
- Reliability
- Customer experience
- Performance

Category 5:

Projects that are mandates required by a regional, state, or federal regulatory agencies.

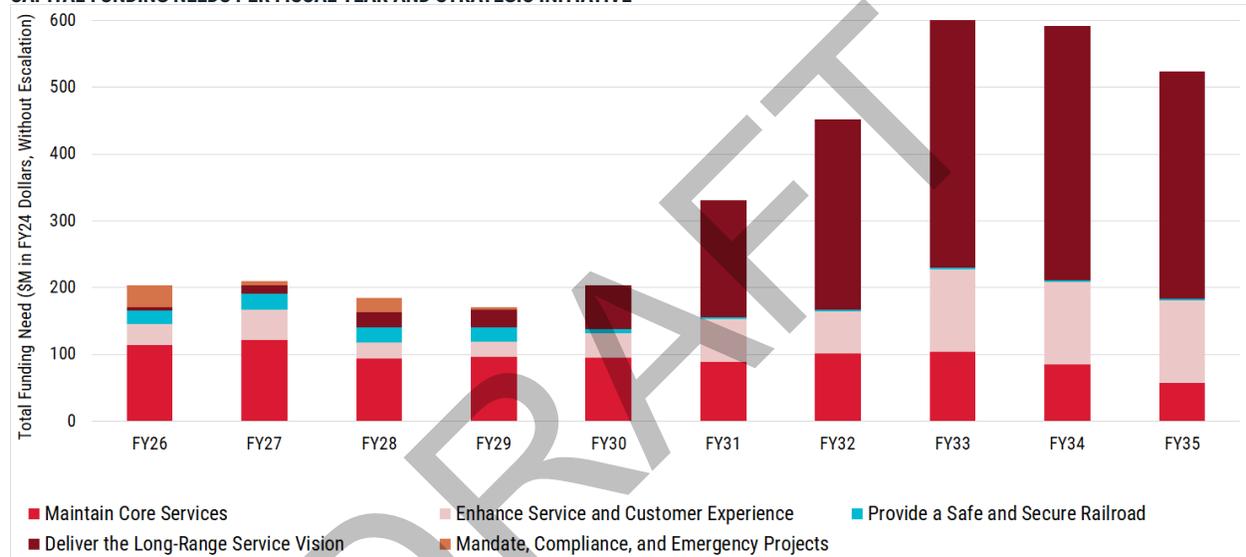
FY2026 - FY2035 Funding Needs

The 10-Year CIP is not financially constrained. Caltrain will need to identify new capital funding strategies and sources to support the recurring SOGR program and to advance enhancement and expansion projects identified in the 10-Year CIP. The funding needs to deliver these projects and programs vary over time and among the Strategic Initiatives for Caltrain-initiated and sponsored capital projects and programs.

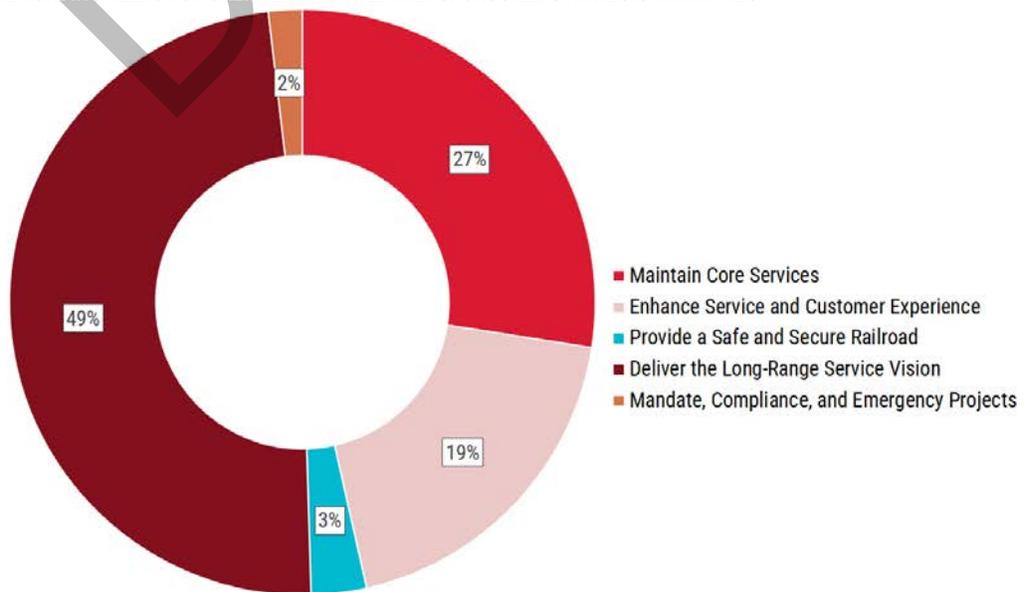
10-YEAR FUNDING NEEDS PER CALTRAIN-INITIATED AND SPONSORED STRATEGIC INITIATIVE (FY2026-FY2035)

Strategic Initiative	Total Funding Needs (\$M)*
Provide a Safe and Secure Railroad	110
Maintain Core Services	960
Enhance Service and Customer Experience	660
Deliver the Long-Range Service Vision	1,700
Mandate, Compliance, and Emergency Projects	70
Total	3,500

CAPITAL FUNDING NEEDS PER FISCAL YEAR AND STRATEGIC INITIATIVE



DISTRIBUTION OF CAPITAL FUNDING NEEDS FOR CALTRAIN-INITIATED AND SPONSORED STRATEGIC INITIATIVES



* Totals are shown in FY2024 dollars without escalation

Integration of the CIP with Existing and Future Processes

The CIP is an aspirational investment strategy that helps Caltrain achieve its mission, realize its vision, and reinforce its core values. The 10-year lookahead enables Caltrain to advance critical projects, seek funding for Caltrain's most vital projects and programs, sequence its capital needs, and bundle project construction, as appropriate.

The 4-Year Rolling Program of the CIP will constrain the projects and programs to what Caltrain has the capacity to deliver over the first 4-year period of the 10-year time frame. The constraining process is part of the Prioritization Framework and considers

project readiness, financial conditions, staff resources, and priority ranking.

Each component of the CIP are living tools to ensure they evolve and grow with the agency and the region's needs. Caltrain will regularly update the CIP with its biennial budget cycles.

The development of the 10-Year CIP was the first step in identifying the need to rethink processes that enhance Caltrain's ability to plan, evaluate, prioritize, and report on its capital improvement program. Caltrain will continue to improve processes that:

- Add new projects and programs to the CIP
- Collect data that supports the prioritization process in future iterations of the CIP
- Report on active capital projects and programs

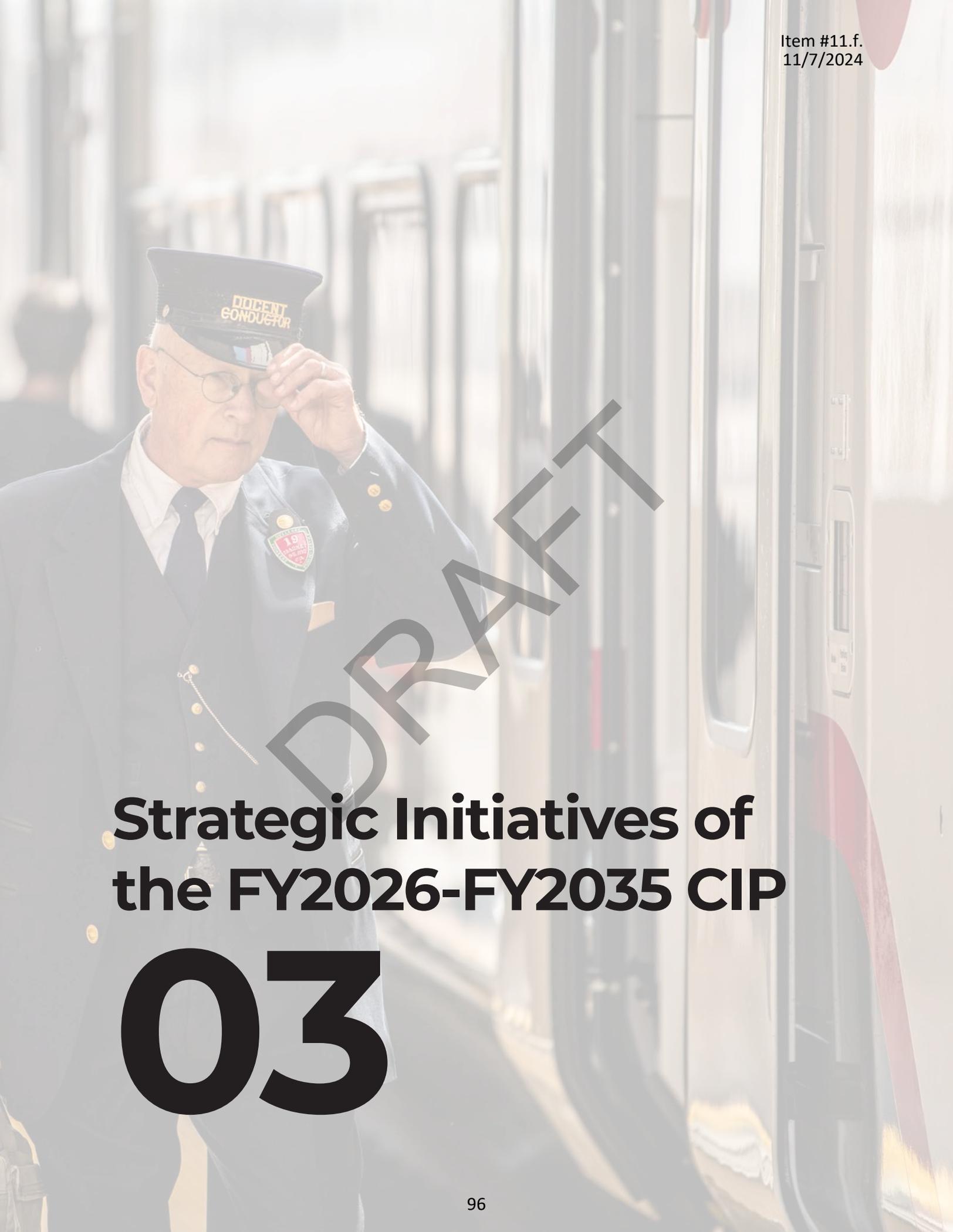


To see details and descriptions for every capital project and program that supports and advances the CIP Strategic Initiatives, refer to:

- **Appendix A – Caltrain 10-Year CIP Portfolio of Capital Projects and Programs**
- **Appendix B – Descriptions and Benefits for Caltrain 10-Year CIP Portfolio of Capital Projects and Programs**
- **Appendix C – List of Definitions, Abbreviations, and Acronyms in this document**

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**Strategic Initiatives of
the FY2026-FY2035 CIP**

03

Provide a Safe and Secure Railroad

Safety first and always is Caltrain's core value and creates the baseline of a strong safety culture. With the launch of the electrified service, Caltrain must remain focused on safety and is acutely aware of the challenges involved in implementing projects on and operating and maintaining an active electrified rail corridor.

In the past few years, Caltrain has taken several proactive steps to reinforce a safety culture within every aspect of its agency. These steps include implementing enhanced roadway worker protection processes, creating several layers of redundancy in clearing track and time, and creating the first dedicated Caltrain Chief Safety Officer empowered to implement new safety procedures.

Caltrain reflects its dedication to safety in this Strategic Initiative to **Provide a Safe and Secure Railroad** for all: passengers, adjacent communities, and employees.

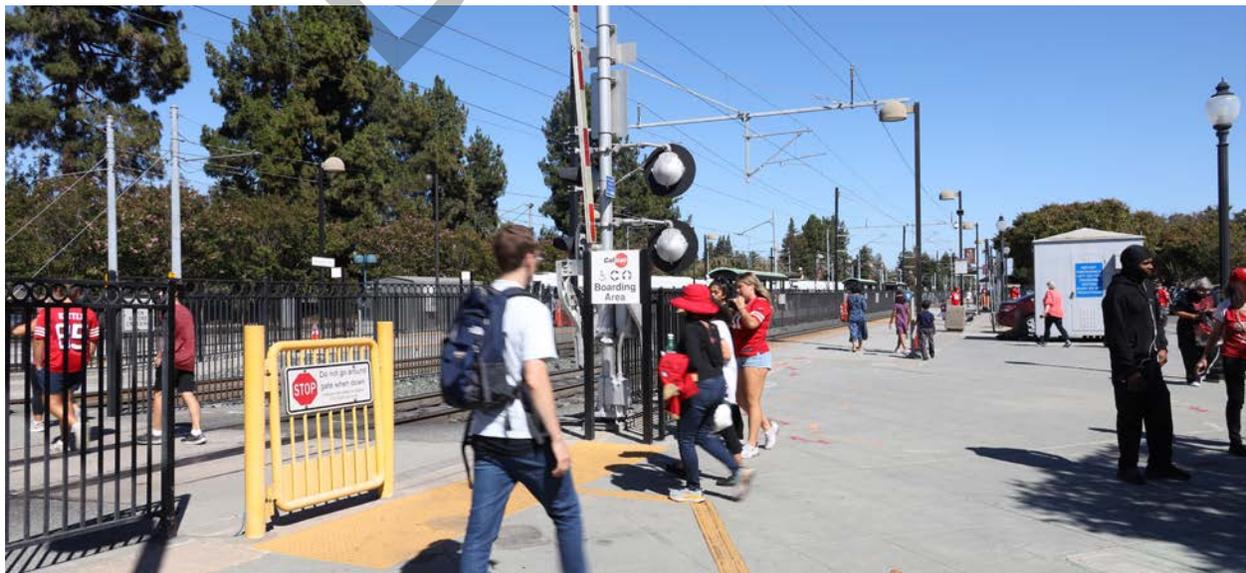
This Strategic Initiative includes 10 discrete projects and three recurring programs. These interconnected projects and programs address critical locations

with the highest safety and security concerns along the corridor, including at-grade crossings and stations. These locations present risks associated with vehicle track incursions and trespasser intrusion that could result in derailment, injury, or death. The completion of the electrification of the corridor has brought additional assets and introduced new risk factors. Implementing capital projects in this Strategic Initiative will also ensure that Caltrain secures and monitors the latest electrification-related assets, such as the Electric Multiple Unit (EMU) trainsets, to reduce crimes to Caltrain's property.

10-Year CIP Funding Need for this Strategic Initiative

Discrete Projects: \$60M

Recurring Programs: \$50M



Project Spotlights

Program of Interconnected Safety and Security Projects:

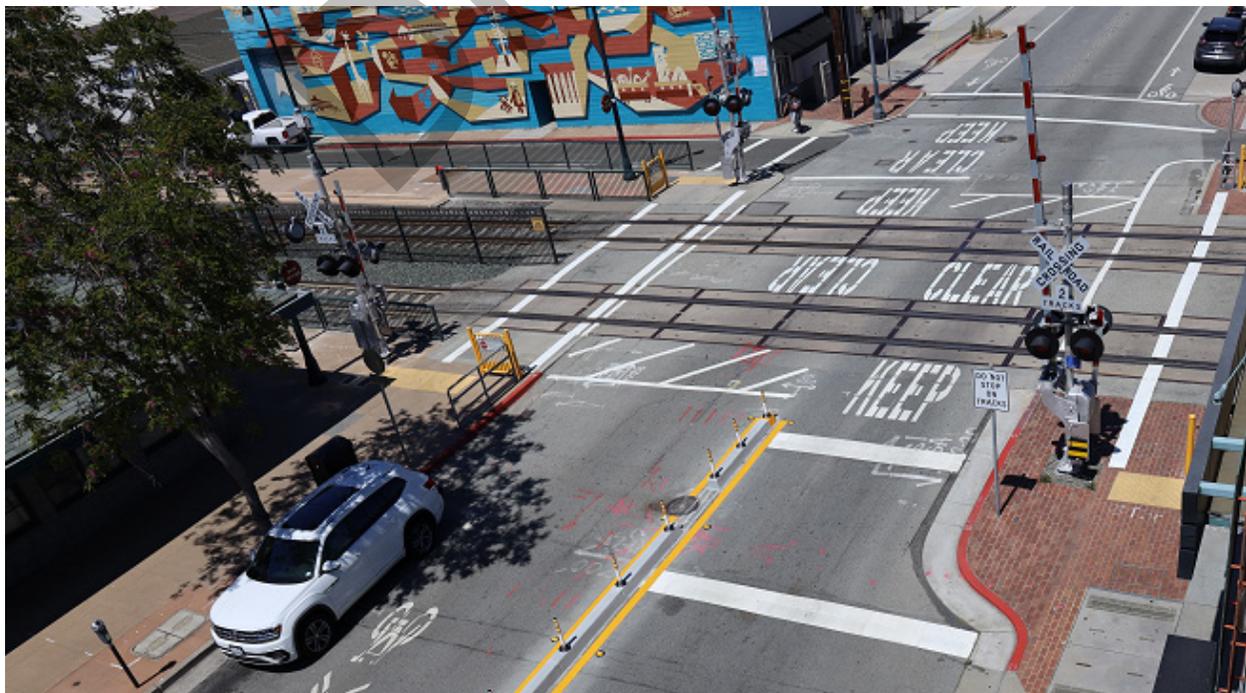
Several capital projects and programs illustrate how Caltrain intends to reduce hazards and risks of vehicle track incursions and trespasser intrusion.

For several years, Caltrain has been implementing a **Right-of-Way Fencing Program** to limit intrusion along the right-of-way. Caltrain also continues to improve at-grade crossings through its **Grade Crossing Improvement Programs**. A new program will identify crossings to be prioritized and improved through an *updated Grade Crossing Risk Analysis* process, performed every three to four years.

The **Safety and Security Strategic Plan** aims to identify high-risk safety and security items and develop strategies to mitigate them. Pilot projects inform the Strategic Plan, which also identifies several capital projects, such as right-of-way improvements, signage, lighting, fencing, and technology provisions to provide a safe and secure railroad for all.

The **Systemwide CCTV System - Replacement and Expansion Program** will replace the old, obsolete CCTV system and integrate the soon-to-be-released FRA compliance requirement. Cameras will be installed at critical locations, such as grade crossings, stations, and facilities, to proactively address any safety and security issues that may arise.

The **Intrusion Detection Pilot Program** will plan, procure, and install hardware along the right-of-way at critical locations, such as grade crossings, tunnels, and other high-risk right-of-way locations, to detect trespasser activities and enable quick and efficient response. If the pilot is deemed successful, the Safety and security Strategic Plan will do a systemwide review of additional locations where Caltrain can apply the intrusion detection technology.



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Maintain Core Services

With the completion of the corridor electrification and more than 160 years of railway history, Caltrain has a unique blend of new and old capital assets to maintain. The **Maintain Core Services** Strategic Initiative focuses on meeting the life-cycle investment needs of the critical assets to keep baseline service running reliably and minimize service disruptions.

The 2022 TAM Plan outlines the agency's TAM approach and states that:

Caltrain is committed to sustainably maintaining its assets in a State of Good Repair to deliver a safe and reliable passenger rail service. This commitment will be ensured through financial stewardship and resource allocation, promoting a culture that supports asset management across the agency, and focusing on high-quality information to provide the foundation for a risk-based approach to decision-making.

Caltrain is responsible for approximately \$6.6 billion of assets. Caltrain previously had insufficient funding to address its SOGR needs, resulting in a backlog. A large part of this backlog includes old, inherited infrastructure. Several bridges and civil structures nearing or beyond their useful life need replacement, which requires significant investments. Additionally, many system assets have reached technology obsolescence and need an upgrade.

Finally, brand-new Traction Electrification System (TES) assets introduced as part of the corridor electrification must be maintained, requiring ongoing annual funding.

Ongoing maintenance programs paired with the delivery of discrete renewal projects must receive ongoing and dedicated funding to ensure repair are done on a timely basis.

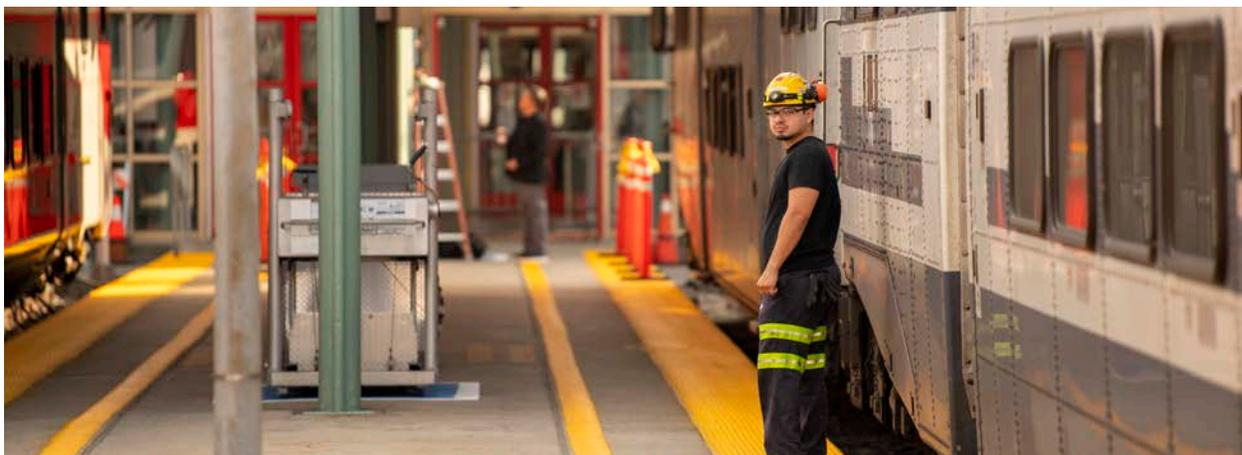
This Strategic Initiative includes 33 discrete projects and 22 recurring programs critical to ensuring Caltrain maintains the ability to provide safe and reliable service, including:

- Recurring programs to maintain assets in good condition to deliver safe and reliable service.
- Discrete projects to replace assets at the end of their useful life or that have reached technical obsolescence.
- Key planning functions and initiatives.

10-Year CIP Funding Need for this Strategic Initiative

Discrete Projects: \$470M

Recurring Programs: \$490M



Project Spotlights

San Francisquito Creek Bridge Replacement:

The San Francisquito Creek Bridge is one of the oldest assets along the Caltrain corridor and carries two mainline tracks and is beyond its useful life. Additionally, the bridge location has been experiencing severe storms and high creek flows that have eroded the soil on the northern creek bank that supports the bridge, which Caltrain is addressing through the **Creek Bank Stabilization** project.

The **permanent replacement project** is designed to maintain safe rail operations over the bridge, protect the creek itself, and reinforce the creek's bank.

Additionally, to monitor potential cracks and damages of the structure, Caltrain will procure and install an **Acoustic Monitoring System** to ensure timely action.



Program of Interconnected System Technology Projects:

The CIP includes a program of projects to modernize Caltrain's systems due for a technology refresh. Caltrain will phase this program to improve the resiliency and scalability of its systems. Three critical projects address the backbone of the systems:

- The **Fiber Optic Permanent Repair**. Fiber optic is the backbone of all critical operational train control systems and broadband communication infrastructure. The fiber optic infrastructure connects the dispatch centers, central office, and cloud services for system redundancy, resiliency, cybersecurity, and disaster recovery in major outages or cyber-attacks. The fiber optic system has deteriorated and sustained

damage, and needs to be permanently repaired as soon as possible.

- The **Network Architecture Redesign**. Caltrain could concurrently deliver the Network Architecture Redesign project to address network design limitations. This project seeks to evaluate and improve the network design by introducing redundant communication pathways to reduce the impact of single-point failures that result in train delays and catastrophic downtimes.
- The **PTC Back Office System (BOS) - Technology Refresh and Replacement**. PTC is the FRA-mandated train control safety system that controls train movement in the event of human error. The PTC BOS - Technology Refresh and Replacement project will procure a new PTC BOS that is modern, supported, and meets evolving industry standards.

Control Centers Power Resiliency and Enhancement:

The Control Centers Power Resiliency and Enhancement project represents the initial phase of a larger effort to overhaul and modernize Caltrain's train control data center infrastructure necessary to deliver revenue service. The uninterruptible power supply (UPS) at the San José Control Center (SJCC) is beyond its useful life, undersized, and has failed multiple times. This project will then evaluate the existing system and provide recommendations for infrastructure and system enhancements at the train control data centers.

SOGR Programs:

Numerous recurring SOGR programs maintain safe, reliable, and high-quality service and enable future service increases and operational enhancements possible. They cover the maintenance of critical assets including vehicles, stations and facilities, bridges and civil structures, right-of-way, tracks, and systems.

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Enhance Service and Customer Experience

The November 2023 Ridership Recovery Survey found that Caltrain remains a favorable travel option but explored key barriers to ridership recovery. Key findings showed that barriers to mode shift to transit are largely convenience-related and include concerns relating to trip time, service frequency, and proximity to stations. The **Enhance Service and Customer Experience** Strategic Initiative includes capital projects and programs to improve the system to attract new customers while enhancing the travel experiences of existing riders.

This Initiative builds upon the work done as part of the Caltrain's corridor [electrification](#) project. Electrified service provides riders with faster transit times, more frequent service, including during weekends, and increased amenities like on-board Wi-Fi and electrical outlets at every seat. Projects and programs that **Enhance Service and Customer Experience** typically include procuring new assets

or upgrading existing assets that aim to increase the system's performance and provide customer-focused improvements. These improvements include projects and programs that address customer experience (signage and wayfinding, station access, and accessibility improvement), operational improvements (software upgrades), community benefits, and sustainability and resiliency adaptations.

This Strategic Initiative includes 30 discrete capital projects and five recurring programs.

10-Year CIP Funding Need for this Strategic Initiative

Discrete Projects: \$640M

Recurring Programs: \$20M



Project Spotlights

Predictive Arrival/Departure System Modernization:

The **Predictive Arrival/Departure System (PADS)** is a critical system that receives input on the location of a train, makes train arrival time predictions, and provides output to the passenger messaging systems at stations (such as the Visual Message System (VMS)) and to external data feeds such as Caltrain.com and MTC511. The existing PADS was deployed in 2014 and has reached the end of its useful life. The PADS modernization will provide significant benefits to the riders by:

- Improving the train arrival prediction performance and accuracy.
- Improving resilience to operational needs and communication to passengers, such as single-tracking, reverse running, and unscheduled rerouting or track changes into terminal stations.
- Updating interfaces to passenger messaging systems.
- Enabling a modernized digital audio system.
- Providing real-time train data for passengers, namely General Transit Feed Specification (GTFS).

Digital Customer Displays (Multi-Level Stations):

Messaging systems also need to be refreshed and expanded. The CIP includes a project to install digital customer displays with text-to-speech capabilities at station entrance areas. The Customer Experience Task Force identified this solution to address the inconvenience that riders experience at multi-level stations where they need to walk up or down the stairs, or long distances to be able to see and hear the VMS/Public Address (PA) announcements about various alerts.

Stations and Trains Accessibility:

As a legacy system, Caltrain does not currently provide level boarding access to its passenger

cars. As Caltrain modernizes the system, it commits to ensure safe and accessible boarding for people of all abilities. Currently, boarding for people with disabilities is achieved through wayside lifts, conductor-operated lifts, and mini-high platforms. Caltrain will install **mini-high platforms** at all stations to support EMU service and to improve accessibility to the passenger car as an intermediate step to **universal level boarding**. Additionally, Caltrain is supporting the City and County of San Francisco in delivering the **22nd Street Station Americans with Disabilities Act (ADA) improvements** that will install ramps and other improvements to ensure the station is accessible to all.

Universal Level Boarding brings significant safety and accessibility benefits to all passengers. Additionally, it allows for faster boarding and alighting to support enhanced service levels and schedule reliability, reducing train dwell times at stations. But implementing level boarding is a complex, expensive, and long-term program. Caltrain recently developed a roadmap of cost-effective improvements the agency can undertake with platform raising.



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THE FUTURE
IS COMING!



Caltrain
CHANGE IS
WORTH IT

Deliver the Long-Range Service Vision

The Deliver the Long-Range Service Vision

Strategic Initiative includes the program of capital projects that must be advanced over the next 10 years to implement the Board-Adopted Long-Range Service Vision for Caltrain service.

The Service Vision development process identified multiple rail service growth scenarios for Caltrain over the long term, which the agency evaluated based on benefits, costs, and impacts. The JPB adopted the Moderate Growth Service Vision of eight trains per hour per direction at peak periods and directed the agency to continue planning for a higher growth scenario.

Caltrain's Board-Adopted Long-Range Service Vision directs the railroad to plan for substantially expanded rail service that will address the local and regional mobility needs of the corridor while supporting local economic development activities by being mindful of the completion of key regional and state partner projects. These projects are identified as part of the *Partner with Local Communities and Contribute to the Region's Economic Vitality* Strategic Initiatives.

Caltrain's electrification lays the foundation for implementing the vision by enabling a more frequent, fast and reliable service. It also allows for future blended service with California High-Speed Rail (HSR) wherein Caltrain and HSR will share tracks within the existing corridor. This Strategic Initiative focuses on six discrete projects that Caltrain can initiate over the next 10 years to advance the Board-Adopted Long-Range Service Vision. Improving Caltrain service requires investment across multiple areas.

1. 4-Track Station and Grade Separation at Redwood City Station
2. New Signal and Train Control System
3. Systemwide Electric Fleet Expansion

4. Platform Lengthening Needs Assessment
5. CEMOF Yard Capacity Enhancement
6. Train Control Crossover Signaling in the Diridon-San José Station Area

Implementing the highly complex, expansion projects needed for the Board-Adopted Long-Range Service Vision requires strategic planning. The update to the Business Plan will refine the capital approach periodically to ensure the program continues to reflect Caltrain's needs.

10-Year CIP Funding Need for this Strategic Initiative

Discrete Projects: \$1,700M
Recurring Programs: N/A



Project Spotlights



4-Track Station and Grade Separations at Redwood City Station:

Caltrain and the City of Redwood City are studying and planning for a relocated and elevated four-track transfer station and passing tracks in the downtown area, which also includes six grade separations in Redwood City: Whipple Avenue, Brewster Avenue, Broadway, Maple, Main, and Chestnut. The four-track station project is critical to advancing the Adopted Long-Range Service Vision that will allow transfers between Express and Local Trains. In 2022, Caltrain and the City completed the selection of the locally preferred alternative and the next step is to secure funding for preliminary engineering and environmental clearance.

New Signal and Train Control System:

More frequent and faster service requires systems that allow trains to safely and seamlessly operate closer together by improving the precision of train location and stop detection. Implementing the Program of Interconnected System Technology Projects and the new PADS lays the foundation for a modernized signaling and train control system. New signal and train control systems will provide significant safety and reliability benefits and will allow shorter headways and higher operating speed.

CEMOF Yard Capacity Enhancement:

CEMOF accommodates inspections, maintenance, repairs, train washing, and storage and is the “nerve center” of Caltrain. This project will optimize CEMOF to accommodate the storage and maintenance of a more extensive electrified fleet needed for the Board-Adopted Moderate Growth Service Vision.



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Mandate, Compliance, and Emergency Projects

The **Mandate, Compliance, and Emergency Projects** Strategic Initiative includes must-do projects that Caltrain is required to implement by regulatory agencies or under state and federal law. It also includes projects that require immediate advancement and implementation due to an emergency. Projects that address mandates or compliance requirements are usually time-bound.

The regulatory environment is constantly changing, and Caltrain cannot plan for unknown emergency projects, so projects within this Strategic Initiative will be continually monitored and updated.

Many SOGR programs include mandate and compliance elements but are not included in this Strategic Initiative. The nature of the SOGR needs and their intent to maintain reliable and safe operations is ongoing.

This Strategic Initiative includes three discrete projects.

10-Year CIP Funding Need for this Strategic Initiative

Discrete Projects: \$70M

Recurring Programs: N/A

Non-Revenue Vehicle Fleet Electrification:

Per the Advanced Clean Fleets Regulation, state and local governments require that 50% of current vehicle purchases are zero-emission followed by 100% of vehicle purchases by 2027. This program will assess the needs, plan for, and implement the appropriate infrastructure to charge the non-revenue vehicles at the various Caltrain facilities.

Electric Fleet for Service to Gilroy (Pilot Project):

This project will test a hybridized EMU capable of off-wire operation to run electrified service to Gilroy. It will include procuring one BEMU train to test the vehicle before purchasing additional trainsets. This project will enable the replacement of the remaining diesel fleet, which is approaching the end of its useful life and will eventually be banned by the California Air Resources Board (CARB).

MS4 Trash Management:

This project will design and implement a full trash capture system required to maintain the Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) permit.



Balfour Beatty Night Wire Work



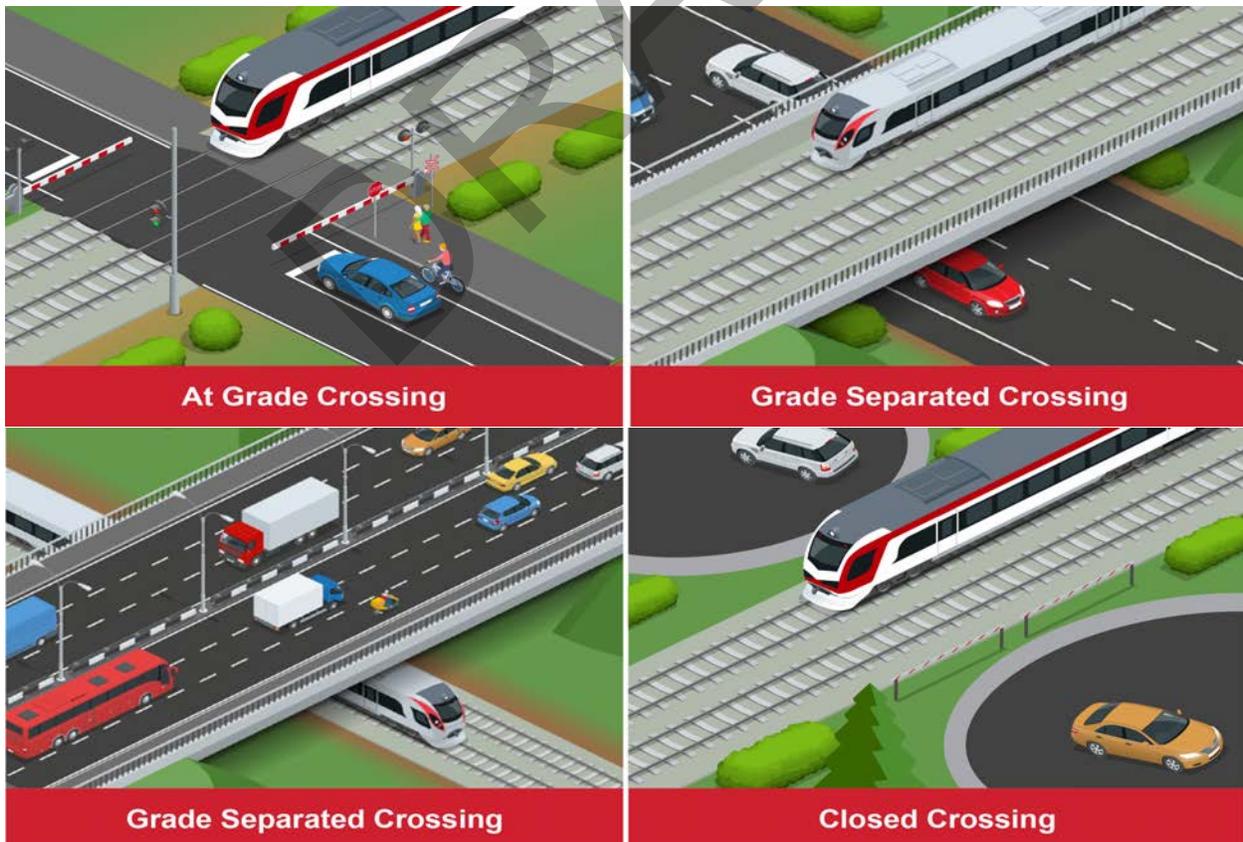
Partner with Local Communities

Caltrain is committed to be a community partner and to prioritize the health, safety, and quality of life of the communities members along the Caltrain corridor. The **Partner with Local Communities** Strategic Initiative includes all grade separation projects, the locally-sponsored grade crossing improvement projects, and two additional capital projects sponsored by local jurisdictions- the Bayview Caltrain Station Location Study and Implementation and the San Mateo Parking Track Replacement (Part of 25th Avenue Grade Separation).

As Caltrain and other operators plan to increase rail services, Caltrain understands that a coordinated approach to grade separations or closures is needed

to unlock regional mobility and safety benefits. The Corridor Crossing Strategy aims to enhance the current process by developing a corridor-wide strategy to deliver grade crossing projects. Local jurisdictions sponsor grade separation projects, which are typically initiated on a project-by-project basis and funded mainly as first-come, first-served. Caltrain transitions to the lead implementing agency role for grade separation projects after the local jurisdiction selects the locally preferred alternative.

Caltrain's resource allocation for grade separation projects over the next four years is defined in the Rolling Program and is part of a coordinated approach with the Corridor Crossing Strategy.



Images Created by Corridor Crossing Strategy Team. <https://www.caltrain.com/projects/ccs>

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Contribute to the Region's Economic Vitality

Caltrain, along with other passenger rail services, is a critical component of the San Francisco Bay Area transportation network, supporting regional mobility.

Caltrain and its partner agencies collaborate to expand the regional network by implementing transformative capital projects. Depending on the project, its phase, and whether it impacts Caltrain's right-of-way and operations, Caltrain's role in these projects varies but remains essential; therefore, the **Contribute to the Region's Economic Vitality** Strategic Initiative includes these projects.

These projects are not evaluated and prioritized with Caltrain-initiated and sponsored projects and programs. Still, they are prioritized in the Rolling Program to determine Caltrain's involvement and resource allocation over the next four years. Prioritization of these projects considers the project's development stage and its impact on Caltrain's main line and operations.

By 2035, the Bay Area transportation network will see numerous projects advance through stages of development.

The Portal (also known as the Downtown Rail Extension or DTX project) will move Caltrain from its current northern terminal at 4th and King Streets to a new terminal at the Salesforce Transit Center in Downtown San Francisco. The Portal project is also planned to be compatible with HSR and the potential future rail expansion across the Bay as part of the Link 21 Program.

The **San Francisco Railyards Redevelopment** will include a new rail station, housing, offices, and public spaces. The redevelopment will accommodate increased Caltrain service and future HSR operations, generate additional ridership, and support connections to the Portal, San Francisco Municipal Transportation Authority (SFMTA) Central Subway, and other SFMTA transit lines.

Diridon-San José Station is a historic station and poised to become one of the busiest intermodal stations in North America with the planned addition of the VTA-led Bay Area Rapid Transit (BART) to Silicon Valley Phase 2 connecting to the East Bay, HSR service, improved intercity passenger rail to the San Joaquin Valley (ACE) and Sacramento



(Amtrak Capitol Corridor), and the San José Airport Connector Project. To best accommodate such planned activity and future capacity needs, the leading agencies will reconfigure the Diridon-San José Station to efficiently connect all transit services and the surrounding urban environment.

California HSR will continue to advance toward blended service throughout the Caltrain corridor. HSR will share Caltrain's tracks with stops in San Francisco, Millbrae, San José, and Gilroy. The San Francisco to San José Project Section includes improving the Caltrain corridor to allow for increased train speeds. The San José to Merced Project Section provides for the electrification of the UPRR corridor between San José and Gilroy, allowing

for the extension of Caltrain electrified service throughout the entire Caltrain corridor.

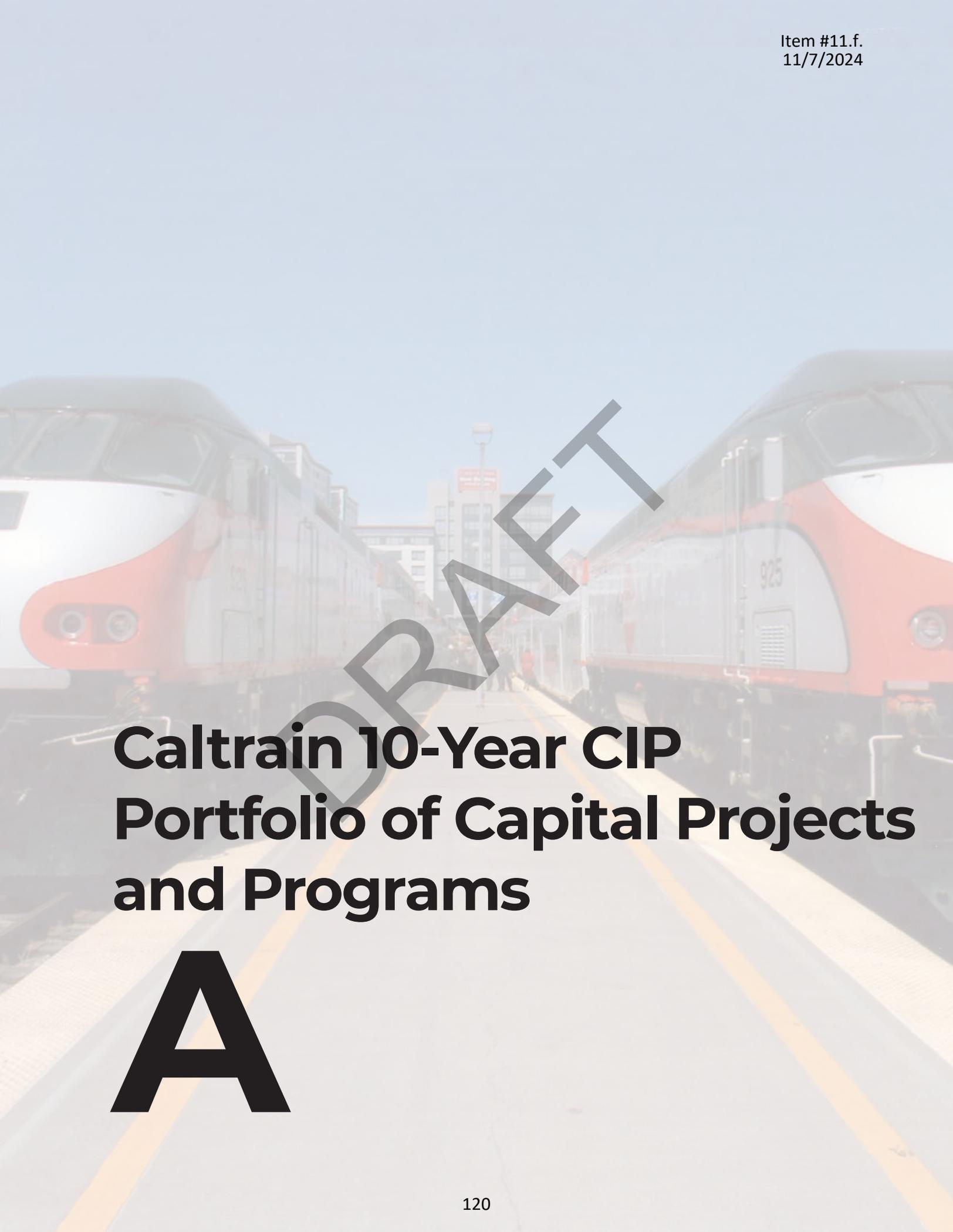
Gilroy Station becomes the gateway to the Monterey Region with the **Monterey County Caltrain Extension** project to Salinas and to the San Joaquin Valley through the implementation of HSR service. The Monterey County Extension project includes station and track improvements at the Gilroy Station.

In parallel, other efforts will continue to be in motion, and Caltrain should continue to collaborate on projects such as the **Dumbarton Corridor**, led by SamTrans, and provides a new transit connection between the Caltrain Redwood City Station to the BART Union City Station in the East Bay.



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Caltrain 10-Year CIP Portfolio of Capital Projects and Programs

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Appendix A

The CIP Portfolio of Capital Projects and Programs provides funding partners, staff, and the Board with the roadmap of Caltrain's investments in capital projects over the next 10 years. The Portfolio identified more than 140 projects and programs with scope, estimated cost, and tentative schedule.

Organization

Appendix A is a quick reference list of the 10-Year CIP Portfolio of Capital Projects and Programs. The list is grouped by Strategic Initiative and divided into rete Projects and Recurring Programs.

The list includes the prioritization ranking of capital projects and programs within their Strategic Initiative and grouping of Discrete Projects and Recurring Programs. A ranking of 1 represents the highest score using the Prioritization Framework tool. Projects and Programs with the same score will have the same ranking on the list. The order presented for the Strategic Initiatives does not indicate a priority of one over another.

Projects included in the *Partner with Local Communities and Contribute to the Region's Economic Vitality* are organized by county and anticipated completion date. These projects are not evaluated and prioritized with Caltrain-initiated and sponsored projects and programs. They are prioritized in the Rolling Program to determine Caltrain's involvement and resource allocation over the next four years. Prioritization of these projects considers the project's development stage and its impact on Caltrain's main line and operations.

Projects Included in the List

This list primarily includes unfunded and partially funded projects, and select projects that are fully funded and close to completion. Projects that are fully funded and will be completed after December 31, 2024 are included in the list.

The cost estimate and the timeline of the projects and programs in the list represent FY2024 dollars and assumptions. The cost estimates do not include escalation. Caltrain's [website](#) has more information for ongoing projects and programs tracked in the Caltrain Quarterly Status Reports.

About Grade Crossing Projects

Grade crossing projects include *grade crossing improvement* projects and programs, wherein the crossings remain at grade, and *grade separation* projects, wherein a structure is designed and built to separate the vehicle and/or pedestrian and bicycle roadway from the railroad tracks.

The list includes all ongoing and planned grade crossing projects and programs initiated and sponsored by either the local jurisdiction or Caltrain, such as:

- Grade crossing improvement projects to address risks and hazards of at-grade crossings.
- Grade separation projects to improve safety and reliability by vertically separating the tracks and roadway.
- The Corridor Crossing Strategy Program to identify a corridor-wide strategy to deliver grade separation projects.
- Capital Planning to support the initiation/entry of ongoing grade crossing projects.

Costs for Externally Funded Projects

The list includes externally-sponsored projects in the Strategic Initiatives *Partner with Local Communities* and *Contribute to the Region's Economic Vitality*. These projects require Caltrain's staff capacity at various levels. The approximate timeline and cost of external projects help Caltrain plan for its resources. Note that the timeline for each externally-sponsored project is for information only.

- If Caltrain is not the lead implementing agency, the cost estimate reflects the amount of funding expected to hit Caltrain's capital budget over the next 10 years based on the funding agreements between Caltrain and the project partners.
- If Caltrain is or will become the lead implementing agency, the cost estimate reflects the full cost of the project using Caltrain's estimating and contingency methodology. The total project cost might differ from other external sources.

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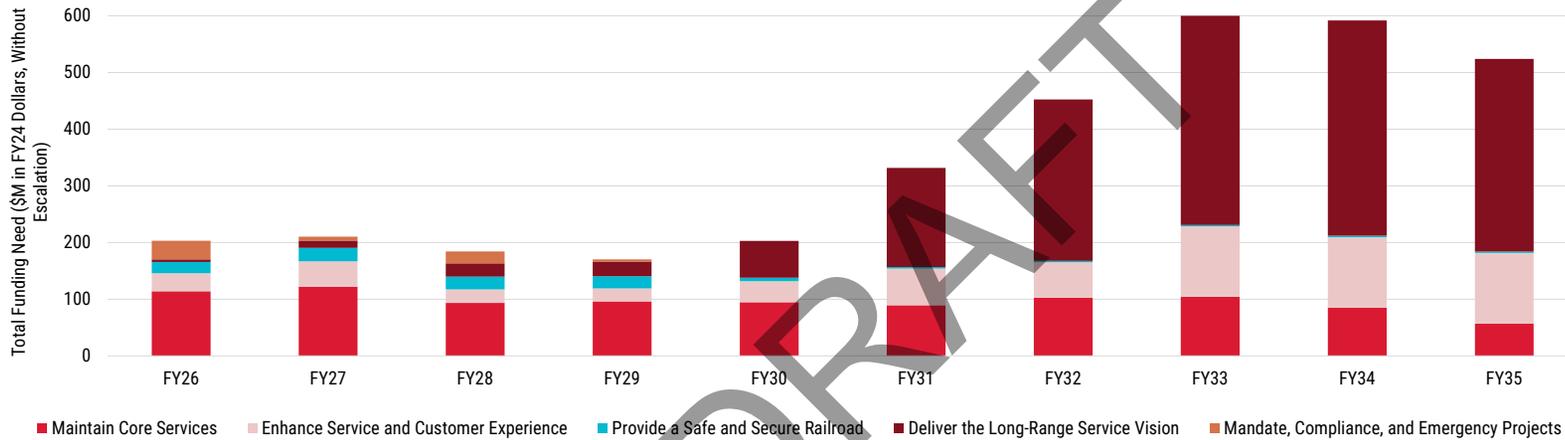
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Summary

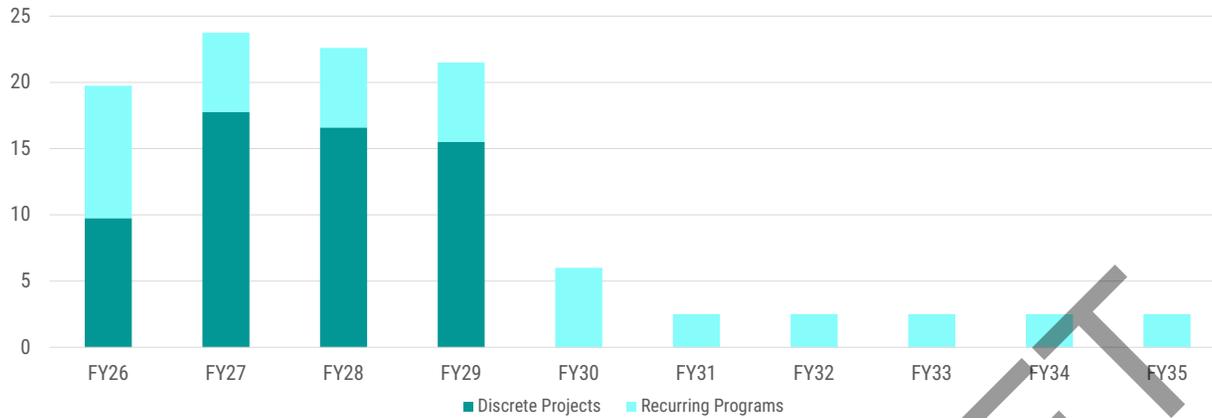
Funding Needs per FY

Strategic Initiative	Funding Needs (\$M)												10-Year CIP Total	Total Cost
	FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond		
Provide a Safe and Secure Railroad	16	20	24	23	22	6	3	3	3	3	3		106	122
Maintain Core Services	104	114	122	93	96	95	89	102	104	85	57		959	1,062
Enhance Service and Customer Experience	64	32	45	24	23	37	65	63	124	124	124	455	661	1,180
Deliver the Long-Range Service Vision	2	5	13	23	26	65	175	285	380	380	340	1,138	1,692	2,832
Mandate, Compliance, and Emergency Projects	22	33	7	21	4								65	87
Total	207	203	210	184	170	203	332	453	611	592	524	1,593	3,483	5,283



Provide a Safe and Secure Railroad

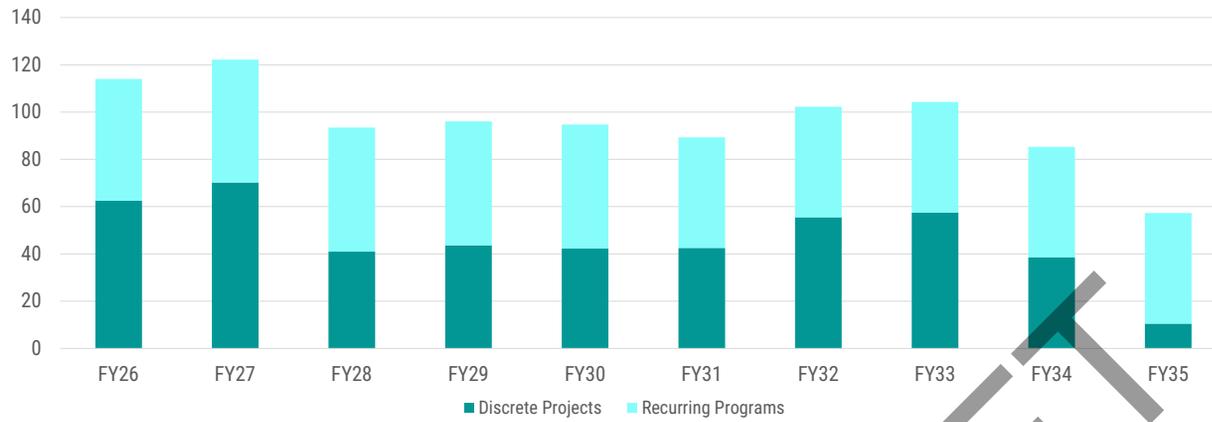
Funding Needs per FY



Ranking	Project Name	Initiation Date	Close-Out Date	County Location	Funding Needs (\$k)													10-Year CIP Total	Total Cost EAC
					FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond			
Discrete Projects																			
1	Systemwide CCTV System - Replacement and Expansion	Completed	FY29	Corridor-wide	2,000	5,500	7,500	9,000	9,000								31,000	33,000	
2	San Mateo Grade Crossing Improvements	Completed	FY25	San Mateo	5,472												-	5,472	
3	Churchill Avenue Grade Crossing Improvements	Completed	FY25	Santa Clara	2,520												-	2,520	
4	Intrusion Detection Program	Completed	FY27	Corridor-wide	1,670	1,750	1,750										3,500	5,170	
5	Security Assessment and Improvement at Critical Locations	Completed	FY25	Corridor-wide	1,000												-	1,000	
6	Safety and Security Strategic Plan	FY25	FY26	Corridor-wide	500	500											500	1,000	
7	Main Street Grade Crossing Improvements	FY25	FY28	San Mateo	500	1,000	1,000	1,000									3,000	3,500	
8	Grade Crossing Improvements (Various Locations)	Completed	FY26	Corridor-wide	1,540												-	1,540	
9	Charleston Road Grade Crossing Improvements	Completed	FY28	Santa Clara	750	1,000	1,000	100									2,100	2,850	
10	Roadway Worker Protection (RWP) Safety Program Technology Upgrade	FY27	FY29	Corridor-wide			6,500	6,500	6,500								19,500	19,500	
Subtotal (Discrete Projects)					15,952	9,750	17,750	16,600	15,500								59,600	75,552	
Recurring Programs																			
1	Right-of-Way Fencing	N/A	N/A	Corridor-wide		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000		20,000		
2	Corridor Crossing Strategy - Programmatic Delivery	FY26	FY30	Corridor-wide		7,000	3,500	3,500	3,500	3,500							21,000		
3	Grade Crossing Improvements Program	N/A	N/A	Corridor-wide		1,000	500	500	500	500	500	500	500	500	500		5,500		
Subtotal (Recurring Programs)					-	10,000	6,000	6,000	6,000	6,000	2,500	2,500	2,500	2,500	2,500	2,500	-	46,500	46,500
Total (Discrete Projects + Recurring Programs)					15,952.00	19,750	23,750	22,600	21,500	6,000	2,500	2,500	2,500	2,500	2,500	-	106,100	122,052	

Maintain Core Services

Funding Needs per FY



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Maintain Core Services

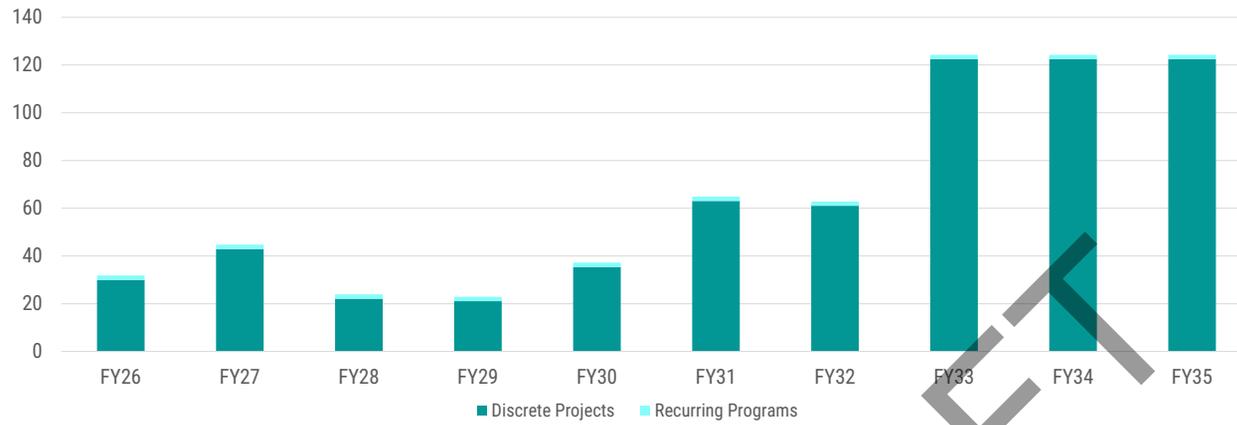
Ranking	Project Name	Initiation Date	Close-Out Date	County Location	Funding Needs (\$k)													10-Year CIP Total	Total Cost EAC
					FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond			
Discrete Projects																			
1	Network Architecture Redesign	FY26	FY28	Corridor-wide		1,000	1,500	1,500									4,000	4,000	
2	Fiber Optic Permanent Repair	FY25	FY26	Corridor-wide	4,000	4,000											4,000	8,000	
3	PTC BOS - Technology Refresh and Replacement	FY27	FY28	Corridor-wide			1,000	1,000									2,000	2,000	
4	Guadalupe Bridges Replacement	Completed	FY26	Santa Clara	54,751	22,500											22,500	77,251	
5	San Francisquito Creek Bank Stabilization	Completed	FY26	Santa Clara	3,670	5,460											5,460	9,130	
5	San Francisquito Creek Bridge Replacement	Completed	FY34	Santa Clara	9,060	542	5,000	10,000	10,000	11,000	13,000	26,000	35,000	26,000			136,542	145,602	
6	PADS Phase 1: Gap Coverage and Enabling Work	Completed	FY26	Corridor-wide	1,620	480											480	2,100	
7	Control Centers Power Resiliency and Enhancement	FY26	FY29	Corridor-wide		500	500	2,000	2,000								5,000	5,000	
8	Concrete Tie Program	Completed	FY27	Corridor-wide	3,000	3,000	3,000										6,000	9,000	
9	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	FY26	FY27	San Francisco		500	3,000										3,500	3,500	
10	Computer Aided Dispatch System Replacement	FY28	FY29	Corridor-wide				2,000	2,000								4,000	4,000	
11	4th and King Station Building Corrosion Repair	FY26	FY31	San Francisco		1,000	3,000	4,000	4,000	4,000	4,000						20,000	20,000	
12	MP-36 Locomotive Mid-Life Overhaul	Completed	FY25	Corridor-wide	14,509												-	14,509	
13	Enterprise Geographic Information Systems (GIS) Software Implementation	Completed	FY26	Corridor-wide	3,500	1,000											1,000	4,500	
14	South San Francisco (SSF) Yard Drainage Improvements	FY26	FY30	San Mateo		500	500	1,000	1,500	1,500							5,000	5,000	
15	CEMOF Modifications to Accommodate EMUs	Completed	FY30	Santa Clara	4,500	15,500	15,500	6,000	6,000	6,000							49,000	53,500	
16	Stevens Creek Bridge Rehabilitation/Replacement and Channel Stabilization	FY29	FY34	Santa Clara					250	750	1,000	1,000	1,000	1,000			5,000	5,000	
17	Backup Control Center Datacenter Migration to Cloud Environment	FY26	FY28	Corridor-wide		2,000	2,000	2,000									6,000	6,000	
17	Broadband System Mid-Life Technology Refresh	FY31	FY31	Corridor-wide							1,500						1,500	1,500	
18	Waterway Timber Planking and Box Culverts Replacement	FY26	FY31	San Mateo		250	750	1,000	1,000	1,000	1,000						5,000	5,000	
18	San Francisco Public Utilities Commission (SFPUC) Water Main - 2 Bridge Rehabilitation/Replacement	FY27	FY32	San Mateo			250	750	1,000	1,000	1,000	1,000					5,000	5,000	
19	San Francisquito Bridge Acoustic Monitoring System	Completed	FY26	Santa Clara	1,067	1,014											1,014	2,081	
20	Enterprise Asset Management (EAM) Software System	Completed	FY29	Corridor-wide	3,500	1,500	1,200	1,200	600								4,500	8,000	
21	San Antonio Station Pedestrian Underpass Rehabilitation	FY29	FY34	Santa Clara					200	500	1,000	1,000	1,000	1,000			4,700	4,700	
22	Onboard and MOW Crew Radios Digitization	FY28	FY29	Corridor-wide				1,500	1,500								3,000	3,000	
23	Climate Risk and Vulnerability Study	Completed	FY26	Corridor-wide	321	214											214	535	
24	EMU 8-Year Overhaul	FY32	FY35	Corridor-wide							6,000	6,000	6,000	6,000			24,000	24,000	
25	Cesar Chavez Street Bridge Rehabilitation/ Replacement	FY27	FY32	San Francisco			1,000	3,500	4,500	4,500	4,500	4,500					22,500	22,500	
26	Storm Drain Bridge Rehabilitation/Replacement	FY27	FY32	San Mateo			500	1,000	1,500	1,500	1,500	1,500					7,500	7,500	
26	Almaden Road Bridge Rehabilitation/Replacement	FY30	FY35	Santa Clara						500	2,000	2,500	2,500	2,500	2,500		12,500	12,500	
27	New Maintenance of Way (MOW) Facility Acquisition	Completed	FY27	Corridor-wide	250	1,500	31,500										33,000	33,250	
28	Airport Boulevard Bridge Rehabilitation/Replacement	FY28	FY33	San Mateo				2,500	7,500	10,000	10,000	10,000	10,000				50,000	50,000	
29	Ticket Vending Machine (TVM) Replacement or Rehabilitation	FY31	FY35	Corridor-wide							2,000	2,000	2,000	2,000	2,000		10,000	10,000	
Subtotal (Discrete Projects)					103,748	62,460	70,200	40,950	43,550	42,250	42,500	55,500	57,500	38,500	10,500	-	463,910	567,658	

Maintain Core Services

Ranking	Project Name	Initiation Date	Close-Out Date	County Location	Funding Needs (\$k)													10-Year CIP Total	Total Cost EAC
					FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond			
Recurring Programs																			
1	SOGR Program - EMU Stadler Car	FY25	N/A	Corridor-wide		4,500	4,500	4,500	4,500	4,500	5,000	5,000	5,000	5,000	5,000		47,500		
1	SOGR Program - Bombardier Car Rail Vehicles and Truck	N/A	FY30	Corridor-wide		5,700	5,700	5,700	5,700	5,700							28,500		
2	SOGR Program - Right-of-Way	N/A	N/A	Corridor-wide		2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800		28,000		
3	SOGR Program - Stations North of CP Lick	N/A	N/A	Corridor-wide		3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500		35,000		
4	SOGR Program - Systems Technology	N/A	N/A	Corridor-wide		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000		10,000		
5	SOGR Program - MOW Tracks	N/A	N/A	Corridor-wide		15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000		150,000		
6	SOGR Program - Communication	N/A	N/A	Corridor-wide		1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300		13,000		
7	SOGR Program - Track Equipment	N/A	N/A	Corridor-wide		3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500		35,000		
8	SOGR Program - Overhead Contact System (OCS)	FY26	N/A	Corridor-wide		1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500		15,000		
9	SOGR Program - Stations South of CP Lick	N/A	N/A	Corridor-wide				500	500	500	500	500	500	500	500		4,000		
10	SOGR Program - Traction Power Substations (TPS)	FY26	N/A	Corridor-wide		500	500	500	500	500	500	500	500	500	500		5,000		
11	SOGR Program - Bridges and Civil Structures	N/A	N/A	Corridor-wide		1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600		16,000		
12	SOGR Program - Signals	N/A	N/A	Corridor-wide		500	500	500	500	500	500	500	500	500	500		5,000		
12	SOGR Program - F40 Locomotives	N/A	FY30	Corridor-wide		200	200	200	200	200							1,000		
12	SOGR Program - MP-36 Locomotives	N/A	FY30	Corridor-wide		300	300	300	300	300							1,500		
13	Sustainability and Resiliency Program Support	FY26	N/A	Corridor-wide		125	125	125	125	125	125	125	125	125	125		1,250		
14	Rail Network and Operations Planning Support	N/A	N/A	Corridor-wide		1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500		15,000		
15	SOGR Program - Non-Revenue Vehicles	N/A	N/A	Corridor-wide		1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700		17,000		
16	SOGR Program - CEMOF and Other Facilities	N/A	N/A	Corridor-wide		3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000		30,000		
17	SOGR Program - Historical Stations	N/A	N/A	Corridor-wide		2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500		25,000		
18	CIP Update and Maintain	FY26	N/A	Corridor-wide		250	250	250	250	250	250	250	250	250	250		2,500		
18	Property Mapping Support	FY25	N/A	Corridor-wide		550	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000		9,550		
Subtotal (Recurring Programs)					-	51,525	51,975	52,475	52,475	52,475	46,775	46,775	46,775	46,775	46,775	-	494,800		
Total (Discrete Projects + Recurring Programs)					103,748	113,985	122,175	93,425	96,025	94,725	89,275	102,275	104,275	85,275	57,275	-	958,710		

Enhance Service and Customer Experience

Funding Needs per FY



Enhance Service and Customer Experience

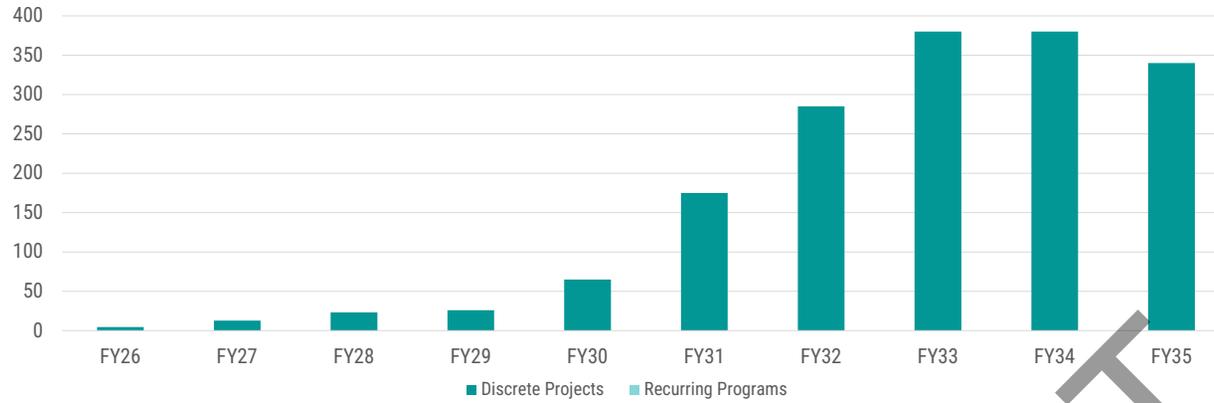
Ranking	Project Name	Initiation Date	Close-Out Date	County Location	Funding Needs (\$k)													10-Year CIP Total	Total Cost EAC
					FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond			
Discrete Projects																			
1	VMS Replacement	Completed	FY26	Corridor-wide	6,760	40											40	6,800	
1	PADS Phase 2: Modernization	FY26	FY29	Corridor-wide		500	500	3,000	3,000								7,000	7,000	
2	Level Boarding Program	Completed	FY35	Corridor-wide	3,000	3,000	4,000	5,000	5,000	20,000	40,000	40,000	40,000	40,000	40,000	380,000	237,000	620,000	
3	Crossover Trackwork in the Diridon-San José Station Area	FY26	FY31	Santa Clara		250	500	500	1,000	2,000	2,000						6,250	6,250	
4	Bike Parking Improvement Program	Completed	FY26	Corridor-wide	5,000	300											300	5,300	
5	Very High Frequency (VHF) Voice Radio Modernization and Optimization - Tunnels Coverage and New Emergency Services Capability	FY27	FY28	Corridor-wide			1,500	1,500									3,000	3,000	
6	Digital Customer Displays (Multi-Level Stations)	Completed	FY26	Corridor-wide	30	400											400	430	
7	Universal Crossover Trackwork at Strategic Locations	FY26	FY35	Corridor-wide		1,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000		46,000	46,000	
8	Stations Connections to Fiber Optic	FY28	FY29	Corridor-wide				2,000	2,000								4,000	4,000	
9	MPPC Facilities Modernization	FY25	FY27	San Mateo	2,124	1,276											1,276	3,400	
10	Platform Improvements for Bike Loading and Passengers Needing Assistance (All Stations)	Completed	FY27	Corridor-wide	20	20	40										60	80	
11	Rail Operations Real-time Database/Data Warehouse	FY30	FY30	Corridor-wide						300							300	300	
12	PA Overhaul and Digitization at Stations	FY26	FY27	Corridor-wide		1,500	1,500										3,000	3,000	
13	Electric Fleet for Service to Gilroy (Expansion)	FY30	FY36	Corridor-wide						5,000	10,000	10,000	70,000	70,000	70,000	65,000	235,000	300,000	
14	Mini-High Platforms - Stations North of CP Lick	Completed	FY25	Corridor-wide	4,261												-	4,261	
14	Mini-High Platforms - Stations South of CP Lick	Completed	FY26	Santa Clara	2,432												-	2,432	
14	Station Amenities Improvement Program	FY26	FY36	Corridor-wide		500	500	500	1,000	2,000	5,000	5,000	7,500	7,500	7,500	10,000	37,000	47,000	
15	Digital Customer Displays (South Santa Clara Stations)	FY25	FY26	Santa Clara		200											200	200	
16	Station Placemaking Pilot Project	FY25	FY32	Corridor-wide	30	60	70	70	70	70	70	70					480	510	
17	Broadband Wireless Communications System	Completed	FY25	Corridor-wide	30,441												-	30,441	
18	Migration to Digital Voice Radio System	Completed	FY25	Corridor-wide	2,034												-	2,034	
19	Broadband Wireless Communications System Enhancements	FY26	FY28	Corridor-wide		500	2,500										3,000	3,000	
20	22nd Street ADA Access Improvements	Completed	FY28	San Francisco	691	2,000	7,500	1,000									10,500	11,191	
21	San José Backup Central Control and Crew Facilities Assessment and Replacement	FY27	FY32	Corridor-wide			200	500	1,000	1,000	1,000	1,000					4,700	4,700	
22	OCS Improvements	Completed	FY27	Corridor-wide	800	1,000	1,000										2,000	2,800	
23	Stations Digital Displays for Messaging and Advertising Planning Study	FY26	FY27	Corridor-wide		100	300										400	400	
24	New Private Wireless Network As Fiber Backup	FY28	FY29	Corridor-wide				3,000	3,000								6,000	6,000	
26	New Operation and Maintenance (O&M) Training Center	FY25	FY27	Santa Clara or San Mateo	5,000	12,500	12,500										25,000	30,000	
27	San Mateo Parking Track Electrification and Signaling	FY25	FY27	San Mateo	1,014	4,500	200										4,700	5,714	
28	Broadband Wireless Communications System for Diesel Trains	FY26	FY27	Corridor-wide		250	5,100										5,350	5,350	
Subtotal (Discrete Projects)					63,637	29,896	42,910	22,070	21,070	35,370	63,070	61,070	122,500	122,500	122,500	455,000	642,956	1,161,593	

Enhance Service and Customer Experience

Ranking	Project Name	Initiation Date	Close-Out Date	County Location	Funding Needs (\$k)													10-Year CIP Total	Total Cost EAC
					FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond			
Recurring Programs																			
1	Real Estate and TOD Support	N/A	N/A	Corridor-wide		650	550	550	550	550	550	550	550	550	550		5,600		
2	First/Last Mile Wayfinding Program (All Stations)	Completed	FY32	Corridor-wide		100	100	100	100	100	100						600		
3	Planning Policy Development Support	N/A	N/A	Corridor-wide		500	500	500	500	500	500	500	500	500	500		5,000		
4	Systemwide Planning Support	N/A	N/A	Corridor-wide		500	500	500	500	500	500	500	500	500	500		5,000		
5	Capital Planning Technical Support	N/A	N/A	Corridor-wide		200	200	200	200	200	200	200	200	200	200		2,000		
Subtotal (Recurring Programs)					-	1,950	1,850	1,850	1,850	1,850	1,850	1,750	1,750	1,750	1,750	-	18,200	18,200	
Total (Discrete Projects + Recurring Programs)					63,657	29,916	42,950	22,070	21,070	35,370	63,070	61,070	122,500	122,500	122,500	455,000	643,016	1,179,793	

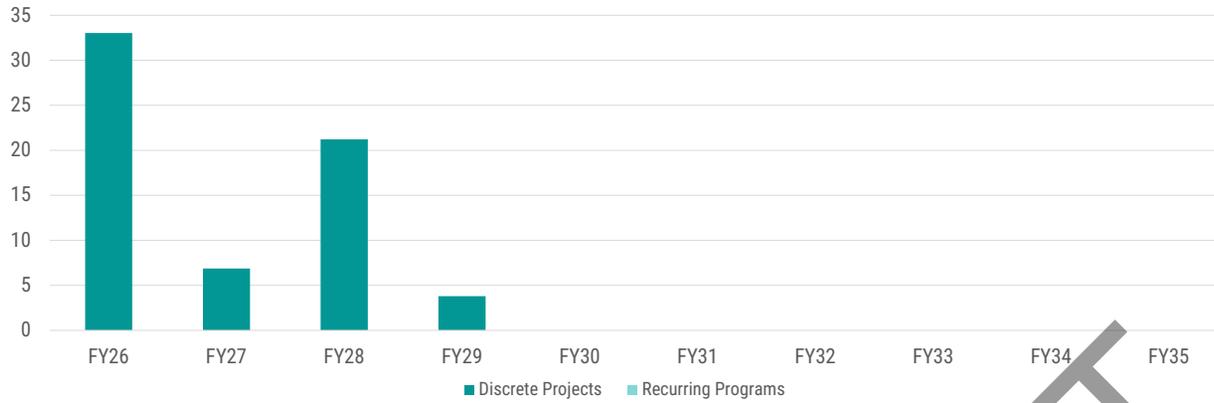
DRAFT

Deliver the Long-Range Service Vision



Ranking	Project Name	Initiation Date	Close-Out Date	County Location	Funding Needs (\$k)														10-Year CIP Total	Total Cost EAC
					FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond				
Discrete Projects																				
1	4-Track Station and Grade Separation at Redwood City Station	Completed	FY40	San Mateo	2,200	2,000	1,250	250	1,000	5,000	5,000	5,000	5,000	5,000	15,000	913,300	44,500	960,000		
2	New Signal and Train Control System	FY26	FY36	Corridor-wide		1,000	5,000	9,000	10,000	25,000	75,000	75,000	75,000	75,000	100,000	50,000	450,000	500,000		
3	Systemwide Electric Fleet Expansion	FY30	FY36	Corridor-wide						5,000	15,000	30,000	125,000	125,000	125,000	125,000	425,000	550,000		
4	Platform Lengthening Needs Assessment	FY25	FY26	Corridor-wide	125	125											125	250		
5	CEMOF Yard Capacity Enhancement	FY26	FY36	Santa Clara		1,000	5,000	9,000	10,000	25,000	75,000	175,000	175,000	175,000	100,000	50,000	750,000	800,000		
6	Train Control Crossover Signaling in the Diridon-San José Station Area	FY26	FY31	Santa Clara		500	1,500	5,000	5,000	5,000	5,000						22,000	22,000		
Total					2,325	4,625	12,750	23,250	26,000	65,000	175,000	285,000	380,000	380,000	340,000	1,138,300	1,197,125	1,372,250		

Mandate, Compliance, and Emergency Projects



Project Name	Initiation Date	Close-Out Date	County Location	Funding Needs (\$k)														
				FY25 & Prior	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36 & Beyond	10-Year CIP Total	Total Cost EAC	
Discrete Projects																		
Electric Fleet for Service to Gilroy (Pilot Project)	Completed	FY29	Corridor-wide	20,933	30,660	3,397	21,209	3,801									59,067	80,000
Non-Revenue Vehicle Fleet Electrification	FY26	FY27	Corridor-wide		2,000	3,000											5,000	5,000
MS4 Trash Management	Completed	FY27	Corridor-wide	894	363	481											844	1,739
Total				21,827	33,023	6,878	21,209	3,801									64,911	86,739

Partner with Local Communities

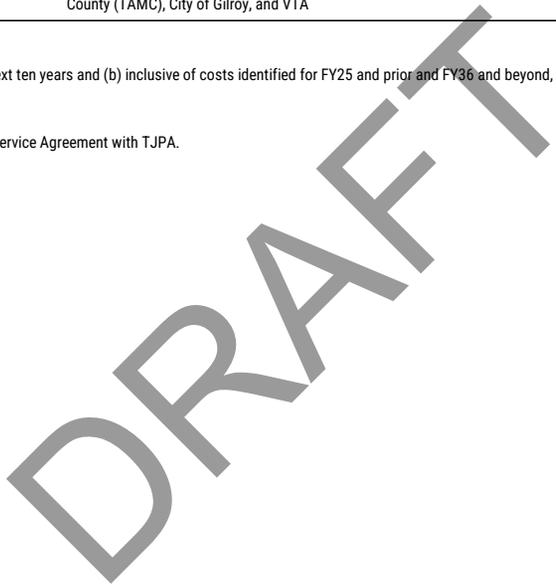
Project Name	County Location	Local Jurisdiction Lead(s)	Anticipated Completion Date	Total Identified Costs (\$k)*
Bayview Caltrain Station Location Study and Implementation	San Francisco	SFCTA	**	**
Pennsylvania Avenue Extension (PAX)	San Francisco	City and County of San Francisco	**	**
San Mateo Parking Track Replacement (Part of 25th Avenue Grade Separation)	San Mateo	City of San Mateo	FY26	10,000
Middle Avenue Bicycle and Pedestrian Undercrossing	San Mateo	City of Menlo Park	FY29	74,000
Broadway Burlingame Grade Separation	San Mateo	City of Burlingame	FY30	342,000
South Linden Avenue and Scott Street Grade Separation	San Mateo	Cities of South San Francisco and San Bruno	FY32	306,000
Menlo Park Grade Separation	San Mateo	City of Menlo Park	FY34	820,000
North Fair Oaks Bicycle and Pedestrian Railroad Crossing	San Mateo	County of San Mateo	FY35	67,000
Ravenswood Avenue and Oak Grove Avenue Grade Crossing Improvements	San Mateo	City of Menlo Park	**	4,200
Encinal Avenue Grade Crossing Improvements	San Mateo	City of Menlo Park	**	**
Glenwood Avenue Grade Crossing Improvements	San Mateo	City of Menlo Park	**	**
San Mateo Grade Separation Project	San Mateo	City of San Mateo	**	**
Mountain View Transit Center Grade Separation	Santa Clara	City of Mountain View	FY27	132,000
Rengstorff Avenue Grade Separation	Santa Clara	City of Mountain View	FY28	325,000
Bernardo Avenue Bicycle and Pedestrian Undercrossing	Santa Clara	Cities of Sunnyvale and Mountain View	FY30	66,000
Connecting Palo Alto	Santa Clara	City of Palo Alto	FY33	786,000
Mary Avenue Grade Separation	Santa Clara	City of Sunnyvale	FY34	320,000
Sunnyvale Avenue Bicycle and Pedestrian Undercrossing	Santa Clara	City of Sunnyvale	FY35	120,000
Palo Alto Avenue Grade Crossing Improvements	Santa Clara	City of Palo Alto	**	**
Southern San José Grade Separation	Santa Clara	City of San José	**	**
Total				3,372,200

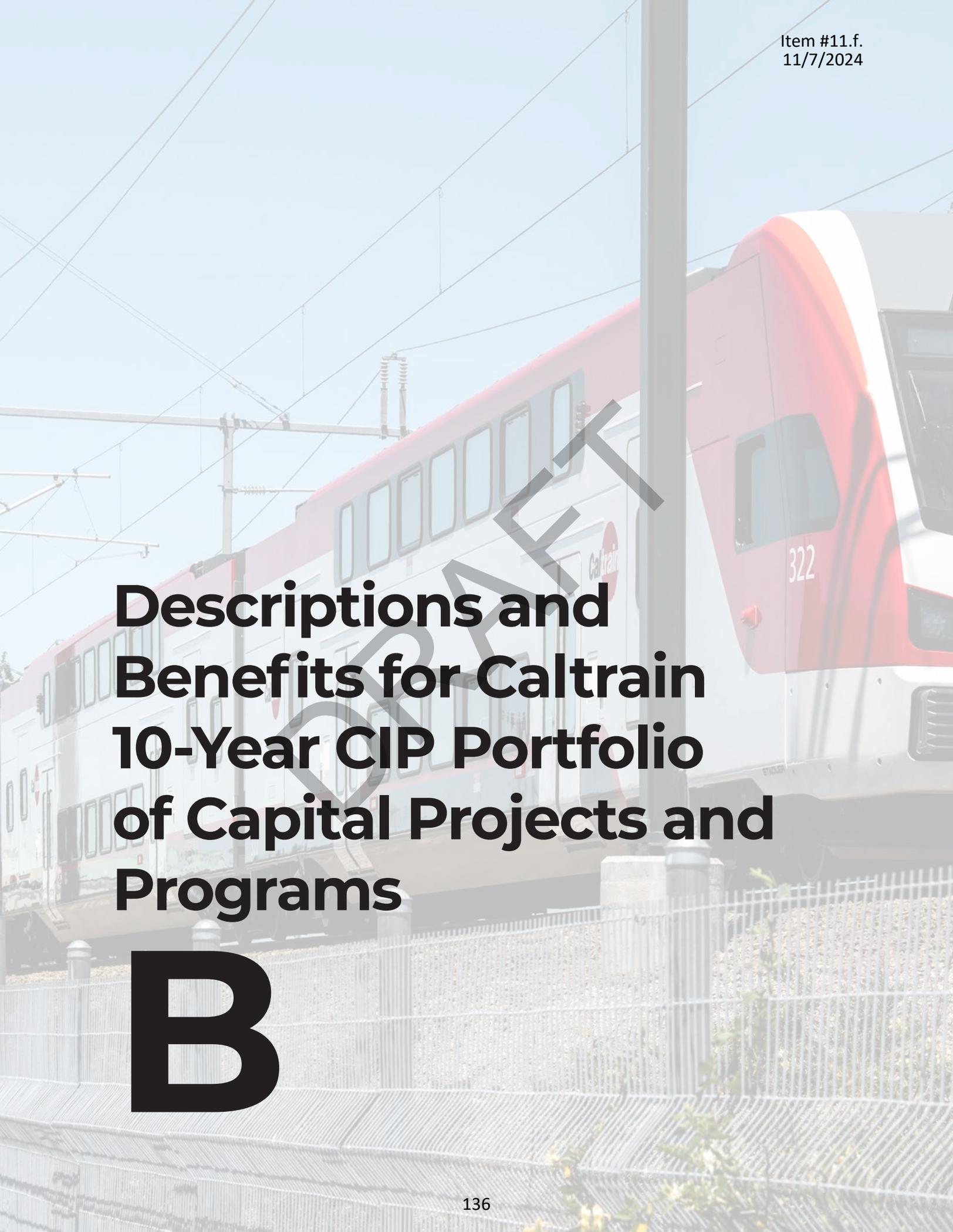
Notes:
 * Cost estimates reflect the amount of funding expected to hit (a) Caltrain's capital budget over the next ten years and (b) inclusive of costs identified for FY25 and prior and FY36 and beyond, based on the funding agreements known or expected to be executed between Caltrain and the project partners.
 ** Refer to the local jurisdiction for timing and funding.

Contribute to the Region's Economic Vitality

Project Name	County Location	Leading Agency	Anticipated Completion Date	Total Identified Costs (\$k)*
HSR Blended Service	Corridor-wide	HSR	**	**
DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center ¹	San Francisco	Transbay Joint Powers Authority (TJPA)	FY32	110,000
San Francisco Railyards Redevelopment ²	San Francisco	Prologis and City of San Francisco	FY32	6,000
Link 21 Program	San Francisco	BART and Capital Corridor	**	**
Dumbarton Rail Corridor Coordination	San Mateo	SamTrans	**	**
Diridon-San José Station - Project Implementation ³	Santa Clara	Caltrain, MTC, VTA, HSR, and City of San José	FY40	40,000
BART to Silicon Valley Phase 2	Santa Clara	BART and VTA	**	**
San José Airport Connector	Santa Clara	City of San José	**	**
Monterey County Extension	Monterey	Transportation Agency for Monterey County (TAMC), City of Gilroy, and VTA	**	**

Notes:
 * Cost estimates reflect the amount of funding expected to hit (a) Caltrain's capital budget over the next ten years and (b) inclusive of costs identified for FY25 and prior and FY36 and beyond, based on the funding agreements known or expected to be executed between Caltrain and the project partners.
 ** Refer to the lead agency for timing and funding.
¹ Costs includes the 4th and King Yard Preparation and Caltrain staff support as defined through the Service Agreement with TJPA.
² Costs represent the next phase of the project as of May 2024.
³ Costs represent Preliminary Engineering and Environmental Clearance through FY2028 only.





Descriptions and Benefits for Caltrain 10-Year CIP Portfolio of Capital Projects and Programs

B

Appendix B provides descriptions of all projects and programs included in the CIP.

Projects and programs are listed in the same order as shown in Appendix A, grouped by Strategic Initiative and separated between Discrete Projects and Recurring Programs. Simplified financial information and timeframe data is also reflected in Appendix B, matching the data included in Appendix A:

- Total Capital Cost Estimate at Completion (EAC) and Total CIP 10-Year Funding Needs
 - » Costs are in FY2024 dollars
 - » Figures are rounded to the nearest million (M) or thousand (k), to one decimal place
 - » Recurring Programs will show an average amount per FY, where applicable
- Assumed FY start dates and ends dates
 - » Projects and programs that have been initiated are shown as “Ongoing” for the start date
 - » Recurring Programs that occur annually are shown as “Ongoing”
 - » Unknown dates are represented as To Be Determined (TBD)

The location of the project is identified, whether it is in a single county or corridor-wide.

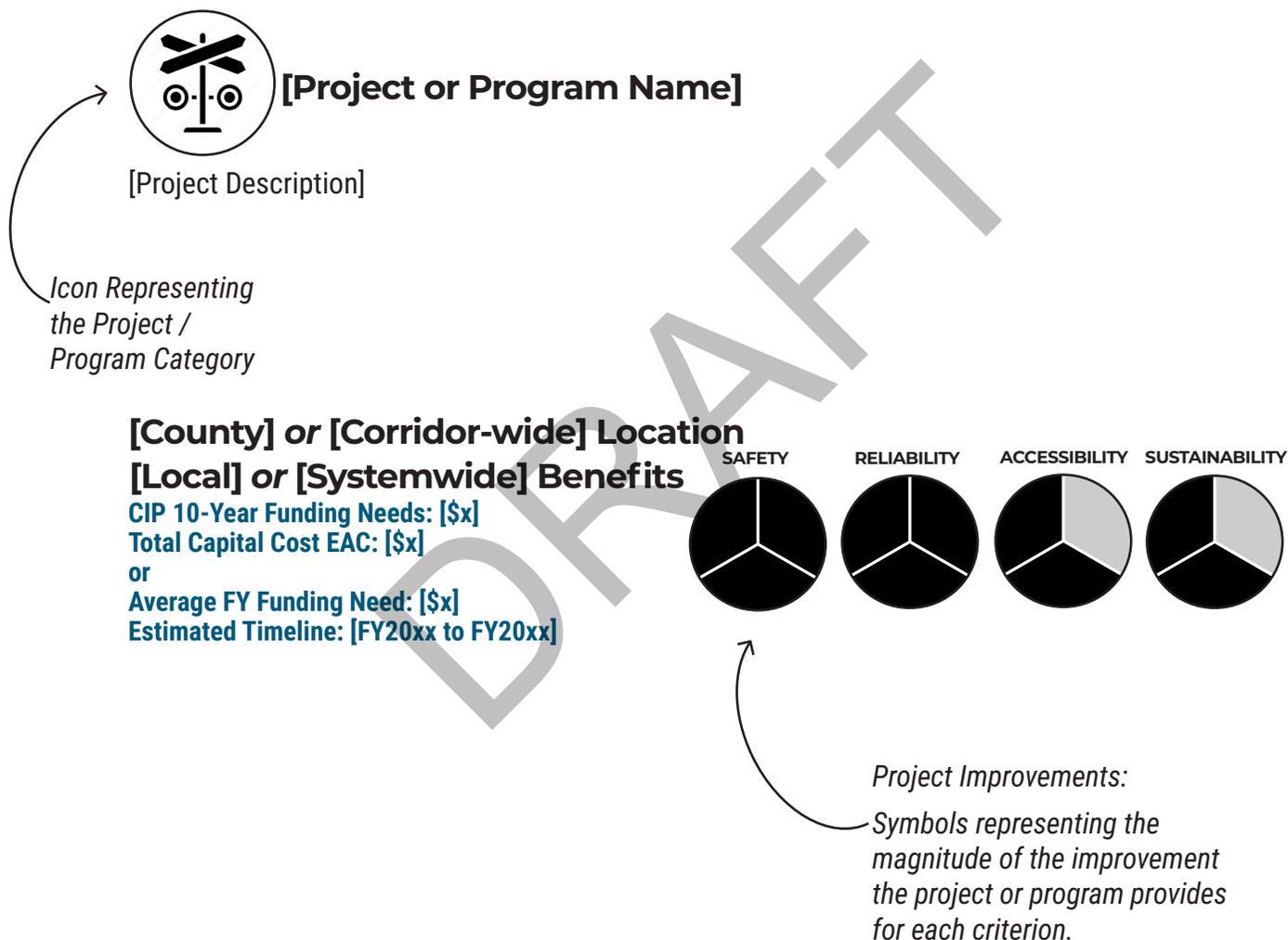
Project/Program categories represent the primary item being improved by the project or program and are identified with icons (**refer to legend on following pages**).

Appendix B also highlights the benefits that each capital project and program provide:

- The overall project benefit is either reflected as “Local” or “Systemwide” (**refer to page 02-6 of the CIP for a full definition of “Systemwide”**)
- The magnitude of the improvement the project or program provides within the four pillars – *Safety; Reliability; Accessibility; and Sustainability* – is presented as “Significant,” “Moderate,” “Minimal,” or “Not Applicable” based on the total score within each pillar (**refer to legend on following pages**)

Key to elements included to describe each capital project and program...

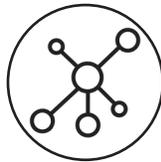
[Strategic Initiative] [Discrete Projects] or [Recurring Programs]



Project/Program Category



Bridges and Civil Structures



Connecting Service



Facilities



Grade Crossing



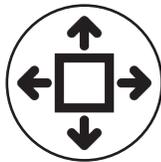
Non-Revenue Vehicles



*Planning Support/
Study*



Rolling Stock



Service Expansion



Stations



Systems



*Tracks, Yard, and
Right-of-Way*

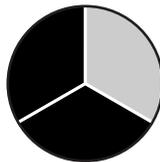
Project Improvements

Significant



*Project or Program scored in the **top third (67% and above)** as providing a benefit to the criterion.*

Moderate



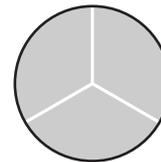
*Project or Program scored in the **middle third (34% to 66%)** as providing a benefit to the criterion.*

Minimal



*Project or Program scored in the **bottom third (33% and below)** as providing a benefit to the criterion.*

None



*Project or Program scored as **Not Applicable** to providing a benefit to the criterion.*

Provide a Safe and Secure Railroad *Discrete Projects*



Systemwide CCTV System - Replacement and Expansion

As part of the holistic measures to improve safety and security at grade crossings and throughout the Caltrain system, additional measures allow monitoring to assist in deploying assistance, as needed. The Systemwide CCTV System - Replacement and Expansion program will replace the old, obsolete CCTV system and integrate the soon-to-be-released FRA compliance requirement for CCTV. Cameras will be installed at critical locations, such as grade crossings, stations, and facilities, to proactively address any safety and security issues that may arise.

Corridor-wide

Systemwide Benefits

CIP 10-Year Funding Needs: \$31M

Total Capital Cost EAC: \$33M

Estimated Timeline: Ongoing to FY2029

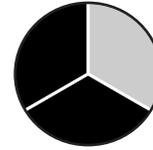
SAFETY



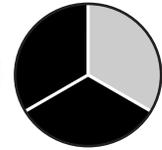
RELIABILITY



ACCESSIBILITY



SUSTAINABILITY



San Mateo Grade Crossing Improvements

This project will design and implement safety improvements at 4th and 5th Avenues in Downtown San Mateo including four-quadrant gates, which will improve safety and visibility for motorists, pedestrians, and trains while reducing the likelihood of collisions at the crossing.

San Mateo County

Local Benefits

CIP 10-Year Funding Needs: \$0

Total Capital Cost EAC: \$5.5M

Estimated Timeline: Ongoing to FY2025

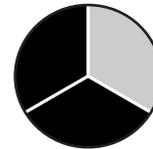
SAFETY



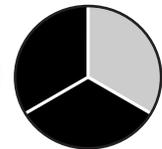
RELIABILITY



ACCESSIBILITY



SUSTAINABILITY



Provide a Safe and Secure Railroad *Discrete Projects*



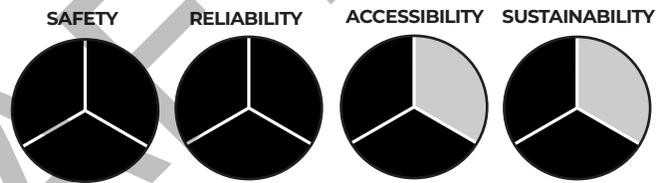
Churchill Avenue Grade Crossing Improvements

This project will implement safety improvements at one at grade crossing located on Churchill Avenue in Palo Alto. Improvements will include widening the northern pedestrian crosswalk and holding area, adding new 10-foot concrete track panels on the north end, modifying the existing pedestrian gates, installing pavement markers and markings to clearly identify the railroad tracks, and adding advanced signal preemption. This crossing improvement is also part of the Intrusion Detection Pilot Program.

Santa Clara County

Local Benefits

CIP 10-Year Funding Needs: \$0
Total Capital Cost EAC: \$2.5M
Estimated Timeline: Ongoing to FY2025



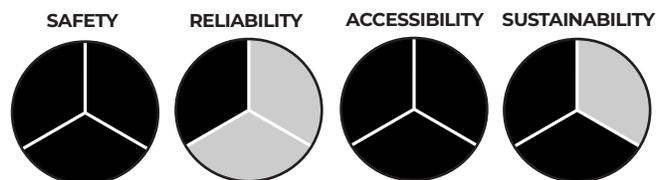
Intrusion Detection Program

The Intrusion Detection Program Pilot Program will plan, procure, and install hardware along the right-of-way at critical locations, such as grade crossings, tunnels, and other high-risk right-of-way locations, to detect trespasser activities and enable quick and efficient response. Upon successfully completing the pilot program, the *Safety and Security Strategic Plan* findings will inform other locations where Caltrain can apply the intrusion detection technology. CCTV cameras will fill the gaps where Caltrain does not install intrusion detection technology.

Corridor-wide

Systemwide Benefits

CIP 10-Year Funding Needs: \$3.5M
Total Capital Cost EAC: \$5.2M
Estimated Timeline: Ongoing to FY2027



Provide a Safe and Secure Railroad *Discrete Projects*



Security Assessment and Improvement at Critical Locations

This program will assess the improvements needed to secure critical areas of the Caltrain system, which includes the San Francisco 4th and King Yard, CEMOF, Diridon-San José Station, and Millbrae Station. Improvements will include strategically placed camera and server replacements and additional safety measures, such as new fencing to ensure the new trains are fully secured.

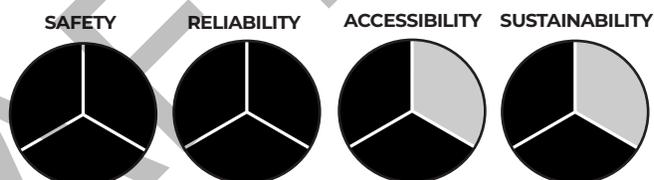
Corridor-wide

Systemwide Benefits

CIP 10-Year Funding Needs: \$0

Total Capital Cost EAC: \$1M

Estimated Timeline: Ongoing to FY2025



Safety and Security Strategic Plan

The Safety and Security Strategic Plan aims to identify high-risk safety and security items and develop strategies to mitigate them. Pilot projects inform the Strategic Plan, which also identifies several capital projects, such as right-of-way improvements, signage, lighting, fencing, and technology provisions to provide a safe and secure railroad for all.

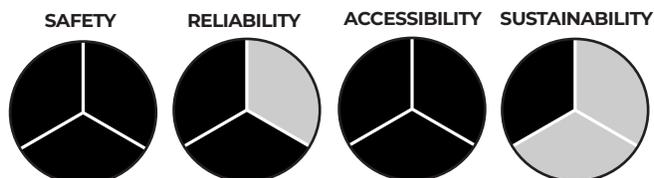
Corridor-wide

Systemwide Benefits

CIP 10-Year Funding Needs: \$500k

Total Capital Cost EAC: \$1M

Estimated Timeline: FY2025 to FY2026



Provide a Safe and Secure Railroad *Discrete Projects*



Main Street Grade Crossing Improvements

This project will implement safety improvements at one at grade crossing located on Main Street in Redwood City, which was identified in the 2021 *Caltrain Grade Crossing Hazard Analysis Report*. Improvements to the crossing may include pavement markers and marking, signage, channelization, and signaling.

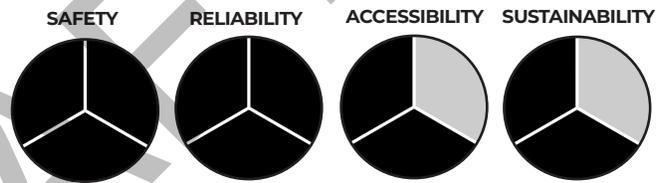
San Mateo County

Local Benefits

CIP 10-Year Funding Needs: \$3M

Total Capital Cost EAC: \$3.5M

Estimated Timeline: FY2025 to FY2028



Grade Crossing Improvements (Various Locations)

This legacy project implements safety improvements at five different at grade crossings, based on findings from the 2021 *Caltrain Grade Crossing Hazard Analysis Report*:

1. 16th Street, San Francisco
2. Mission Bay, San Francisco
3. East Meadow, Palo Alto
4. Whipple Avenue, Redwood City
5. Ravenswood Avenue, Menlo Park

Safety improvements for each at grade crossing location include pavement markers and marking, signage, channelization, and signaling.

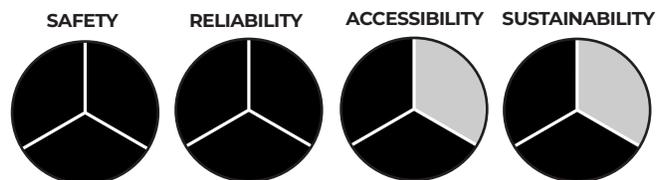
Corridor-wide

Local Benefits

CIP 10-Year Funding Needs: \$0

Total Capital Cost EAC: \$1.54

Estimated Timeline: Ongoing to FY2026



Provide a Safe and Secure Railroad *Discrete Projects*



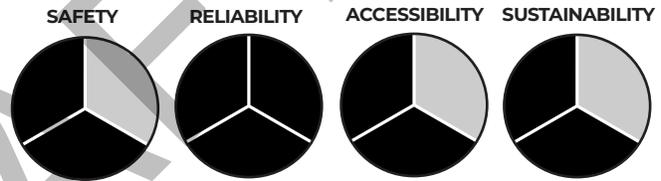
Charleston Road Grade Crossing Improvements

This project will implement safety improvements at one at grade crossing located on Charleston Road in Palo Alto, which was identified in the *2021 Caltrain Grade Crossing Hazard Analysis Report*. Improvements for this intersection include advanced signal preemption, replacement of grade crossing warning devices, and installation of new pedestrian gates with flashers.

Santa Clara County

Local Benefits

CIP 10-Year Funding Needs: \$2.1M
Total Capital Cost EAC: \$2.9M
Estimated Timeline: Ongoing to FY2028



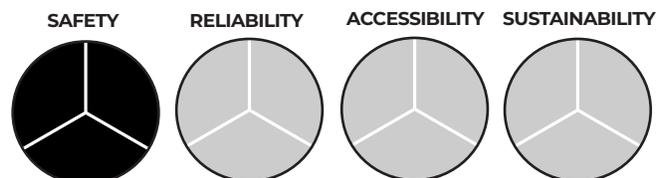
RWP Safety Program Technology Upgrade

This program includes the design, implementation, and testing of a RWP Safety System to protect workers in the Caltrain right-of-way. The system will provide continuous communication between the workers and the Central Control Center and will be integrated with the Caltrain PTC system. This project will be an enhancement of the system currently in place.

Corridor-wide

Systemwide Benefits

CIP 10-Year Funding Needs: \$19.5M
Total Capital Cost EAC: \$19.5M
Estimated Timeline: FY2027 to FY2029



Provide a Safe and Secure Railroad Recurring Programs

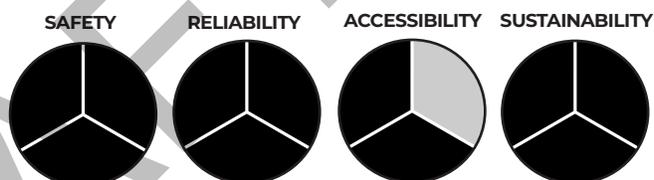


Right-of-Way Fencing

This program supports the installation of 9.5-foot-tall, vandal-resistant fencing with barbed wire at the top along the full length of the corridor to provide a barrier to and reduce trespassing along the Caltrain right-of-way. Implementation of this program will fulfill Caltrain’s long-term goal of ensuring continuous fencing on at least one side along the entire corridor to reduce intrusion in the right-of-way.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$2M
Estimated Timeline: Ongoing



Corridor Crossing Strategy - Programmatic Delivery

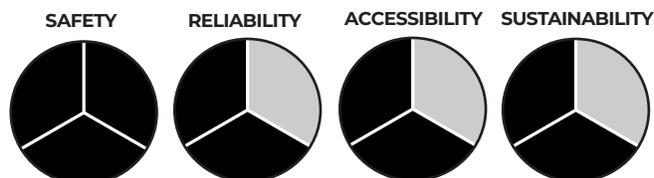
The Corridor Crossings Strategy was originally identified as part of the Caltrain Business Plan to enhance the current grade separation process and develop corridor-wide consensus on a strategy to deliver grade separation projects at the regional scale. Currently, projects are implemented on a project-by-project basis, and funding is largely first come, first served. This effort will be a partner-led and directed process. The Crossings Delivery Guide will be developed as a user-friendly, web-based guide to clearly define processes, procedures, roles, and responsibilities of Caltrain and local partners in implementing the grade separation or closure of an existing crossing.

Corridor-wide

Systemwide Benefits

Average FY Funding Need: \$7M FY26;
\$3.5M FY27-FY30

Total Capital Cost EAC: \$21M
Estimated Timeline: FY2026 to FY2030



Provide a Safe and Secure Railroad Recurring Programs



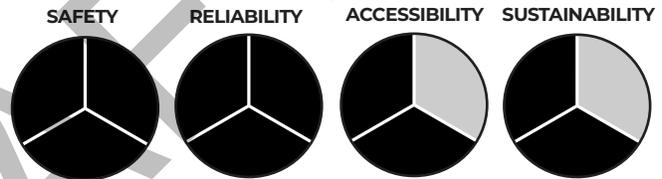
Grade Crossing Improvements Program

The Grade Crossing Improvements Program encapsulates future Grade Crossing Improvement projects that will be sequenced through the next *Grade Crossing Hazard Risk Analysis* processes. Caltrain promotes at grade crossing safety improvements through its Hazard Analysis process, which is performed every three to four years and allows Caltrain to quantify crossing hazards and prioritize mitigation measures to improve crossing safety. Caltrain recognizes that grade crossings require ongoing maintenance and improvements along the entire corridor. This program is part of a holistic approach to maintaining grade crossing safety.

Corridor-wide

Local Benefits

Average FY Funding Need: \$500k
Estimated Timeline: Ongoing



Maintain Core Services

Discrete Projects

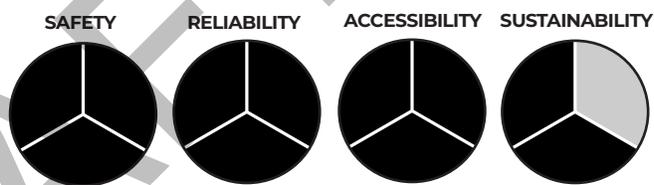


Network Architecture Redesign

The Network Architecture Redesign project will address network design limitations in terms of redundancy, resiliency, and scalability, especially when bringing online new systems such as traction power Supervisory Control And Data Acquisition (SCADA) control systems, CCTV, and connecting the Caltrain stations to the fiber backbone. This projects seeks to evaluate and improve the network design by introducing more nodes and redundant communication pathways to reduce the impact of single-point failures that result in train delays and catastrophic downtimes.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$4M
Total Capital Cost EAC: \$4M
Estimated Timeline: FY2026 to FY2028

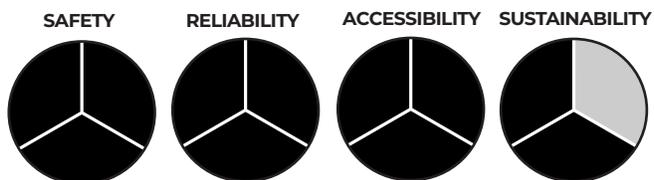


Fiber Optic Permanent Repair

Fiber optic is the backbone of all critical operational train control systems and broadband communication infrastructure for safe train movements. The fiber optic infrastructure connects the dispatch centers, central office, and cloud services for system redundancy, resiliency, cybersecurity, and disaster recovery in major outages or cyber-attacks. The current fiber optic network has deteriorated and sustained damage requiring temporary repairs; therefore, Caltrain must complete the Fiber Optic Permanent Repair as soon as possible.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$4M
Total Capital Cost EAC: \$8M
Estimated Timeline: FY2025 to FY2026



Maintain Core Services

Discrete Projects

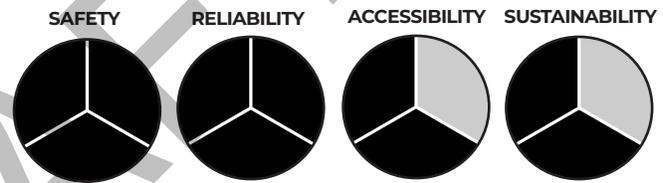


PTC BOS - Technology Refresh and Replacement

PTC is the FRA-mandated train control safety system that controls train movement in the event of human error. The PTC BOS - Technology Refresh and Replacement project will procure a new PTC BOS that is modern, supported, and meets evolving industry standards. Caltrain procured the current PTC system in 2019 and it is nearing technological obsolescence.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$2M
Total Capital Cost EAC: \$2M
Estimated Timeline: FY2027 to FY2028

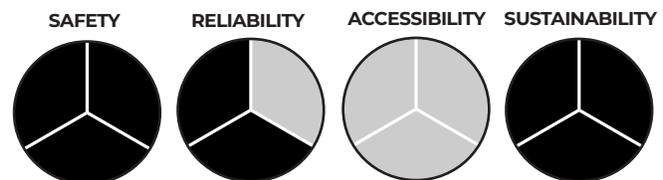


Guadalupe Bridges Replacement

This project will address the structural vulnerability of two existing bridges that accommodate the Caltrain main tracks (MT1 and MT2), spanning the Guadalupe River in San José. The project will upgrade and extend the bridge structures to ensure long-term public safety and service reliability. It will also make environmental improvement to the Guadalupe River by widening and stabilizing the river channel. The MT1 bridge has been structurally damaged by multiple fires and has reached the end of its useful life; it will be fully replaced with a modern 265-foot bridge to meet structural design standards and seismic criteria. The MT2 bridge will be partially replaced and extended to 250 feet to gain resilience against river flow speeds and bank erosion. This project will also relocate communications and fiber optic lines and enable extensive channel grading and stabilization.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$22.5M
Total Capital Cost EAC: \$77.3M
Estimated Timeline: Ongoing to FY2026



Maintain Core Services

Discrete Projects

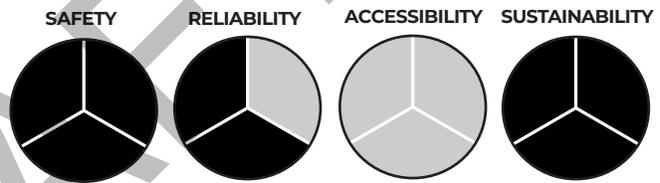


San Francisquito Creek Bank Stabilization

The purpose of this project is to restore and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining an abutment of Caltrain’s Bridge, the City of Palo Alto’s Alma Street Bicycle Bridge, and the City of Menlo Park’s existing drain outfall. Heavy rain events eroded the soil on the creek bank supporting the northern abutment of the bridge. Further investigation showed that additional erosion resulting from future storms could undermine the abutment, bridge, and tracks. An emergency was declared to support immediate action to protect the bridge and other nearby public assets. In November 2023, Caltrain implemented temporary stabilization measures, which protected Caltrain’s rail bridge during the winter while Caltrain pursued the final permit for a permanent stabilization solution.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$5.46M
Total Capital Cost EAC: \$9M
Estimated Timeline: Ongoing to FY2026

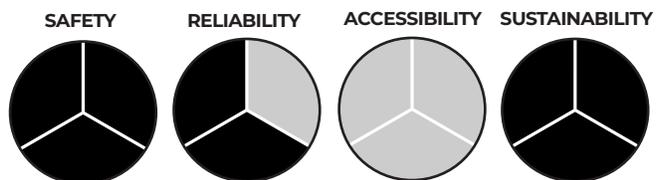


San Francisquito Creek Bridge Replacement

The San Francisquito Creek Bridge carries two mainline tracks across one bridge structure. Built in 1902, the San Francisquito Creek Bridge is one of the oldest assets along the Caltrain corridor and has reached the end of its useful life. Additionally, the bridge location has been experiencing severe storms and high creek flows that have eroded the soil on the northern creek bank that supports the bridge. Caltrain is currently implementing temporary stabilization to the creek bank. The permanent replacement project is designed to maintain safe rail operations over the bridge, as well as protect the creek itself. It will reinforce the creek’s bank that also supports the Alma Street Bicycle Bridge and the Menlo Park drainage outfall. In addition, the project will make aesthetic enhancements.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$136.5M
Total Capital Cost EAC: \$145.6M
Estimated Timeline: Ongoing to FY2034



Maintain Core Services

Discrete Projects



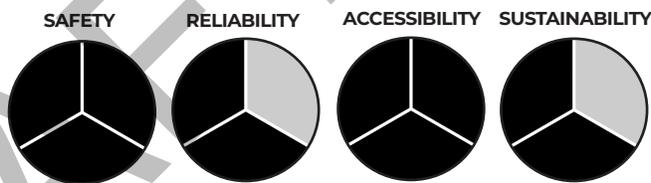
PADS Phase 1: Gap Coverage and Enabling Work

PADS is a back-end system that receives input from the ROCS and provides output to passenger information systems such as the PA, VMS, and LCDs at stations. The existing PADS was designed in 2012 and deployed in 2014. It relies primarily on track circuit occupancy information, and then leverages the Global Positioning System (GPS) data to refine a train's location. Track circuit occupancy information has less accuracy compared with GPS data, so a new modernized system is warranted.

The first phase of the overall PADS is included in the Strategic Initiative to maintain core services, which will create the technical specification for the request for proposal (RFP) package to implement the modernized system as the second phase.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$480k
Total Capital Cost EAC: \$2.1M
Estimated Timeline: Ongoing to FY2026

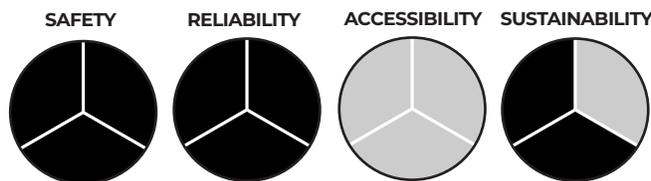


Control Centers Power Resiliency and Enhancement

project represents the initial phase of a larger effort to overhaul and modernize Caltrain's train control data center infrastructure necessary to deliver revenue service. The project focuses first on improving the existing SOGR by procuring a replacement UPS at the SJCC, which is well beyond its useful life, is undersized, and has failed multiple times since 2022. This project will then evaluate the existing system and provide recommendations for infrastructure and system enhancements at both the MPCC and the SJCC.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$5M
Total Capital Cost EAC: \$5M
Estimated Timeline: FY2026 to FY2029



Maintain Core Services

Discrete Projects

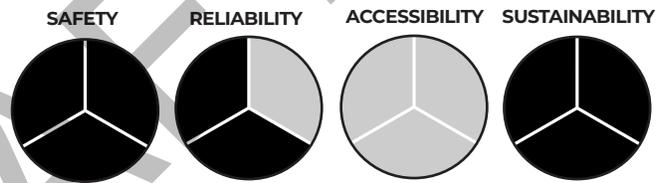


Concrete Tie Program

This three-year program includes the purchase and installation of 6,000 main line concrete crossties a year to replace wood crossties, which benefit Caltrain by being a longer-lasting and more climate-resilient material that would need replacement less often than wood ties. This project is a breakout element from the MOW Tracks SOGR Program.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$6M
Total Capital Cost EAC: \$9M
Estimated Timeline: Ongoing to FY2027

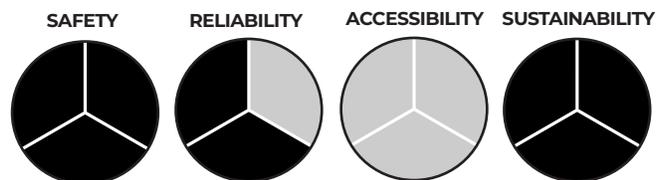


Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements

This project will rehabilitate the weep holes along Tunnel 1, 2, 3, and 4 and improve the drainage system to maintain the tunnels in a state of good repair. Tunnel rehabilitation is critical in ensuring service throughout Caltrain's corridor.

San Francisco County Systemwide Benefits

CIP 10-Year Funding Needs: \$3.5M
Total Capital Cost EAC: \$3.5M
Estimated Timeline: FY2026 to FY2027



Maintain Core Services

Discrete Projects

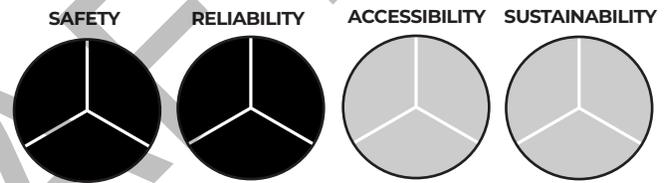


Computer Aided Dispatch System Replacement

This project will procure a new computer-aided dispatch system that will keep system features up to date with more recent technology. The existing dispatch system is a key component of the PTC system but has reached technical obsolescence and it is getting increasingly difficult to add features. Modernized dispatch system will make it easier to increase service in the future.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$4M
Total Capital Cost EAC: \$4M
Estimated Timeline: FY2028 to FY2029

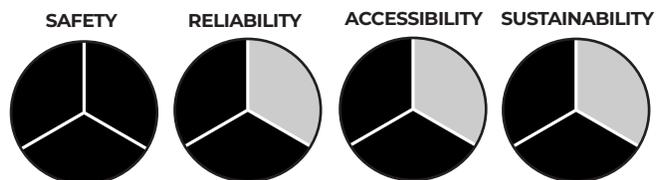


4th and King Station Building Corrosion Repair

This project remediates the corrosion of the building frame at the 4th and King Station to ensure the safety of Caltrain passengers and staff.

San Francisco County Local Benefits

CIP 10-Year Funding Needs: \$20M
Total Capital Cost EAC: \$20M
Estimated Timeline: FY2026 to FY2031



Maintain Core Services

Discrete Projects

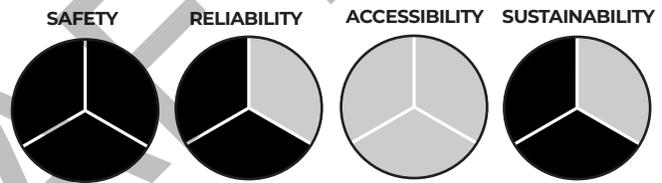


MP-36 Locomotive Mid-Life Overhaul

This project enables the mid-life overhaul of six MP-36 locomotives and occurs off-site at the contractor's facility location. This project requires staggered scheduling of the overhauls to ensure locomotives are available for revenue service while others are being worked on. The MP-36 will continue to be in operation for the service to Gilroy after the start of the electrified service.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$0
Total Capital Cost EAC: \$14.5M
Estimated Timeline: Ongoing to FY2025

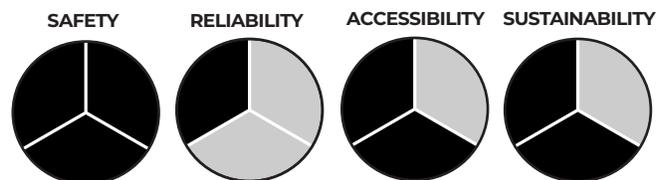


Enterprise GIS Software Implementation

This program will evaluate needs, facilitate procurement, and implement an Enterprise GIS that will centralize, modernize, map, integrate, and augment existing tools and resources to deliver comprehensive, current, and accurate data about Caltrain's assets and right-of-way.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$1M
Total Capital Cost EAC: \$4.5M
Estimated Timeline: Ongoing to FY2026



Maintain Core Services

Discrete Projects

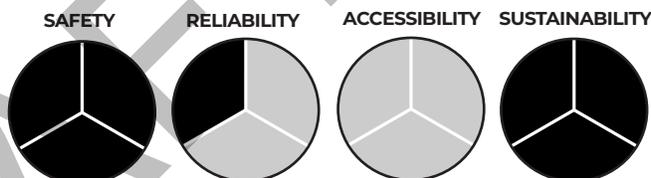


SSF Yard Drainage Improvements

This project will identify recommendations to rehabilitate the drainage throughout the SSF Yard and reconstruct yard tracks, retaining walls, right-of-way fencing, and enable better access throughout the yard for vehicles and personnel. This project will improve the safety of the employees working in the right-of-way as well as Caltrain's tenants.

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$5M
Total Capital Cost EAC: \$5M
Estimated Timeline: FY2026 to FY2030

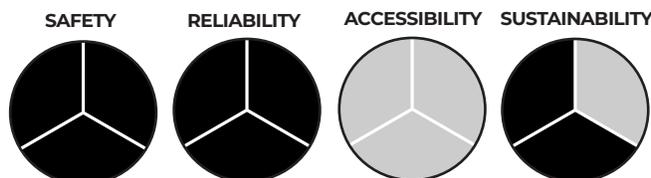


CEMOF Modifications to Accommodate EMUs

This project will develop a feasibility study to optimize the yard to accommodate the new electric fleet and the legacy diesel fleet. The yard is currently close to capacity and is not configured to maintain the electric fleet effectively because it was designed as a diesel train facility. Recommendations from the feasibility study may include potential building expansion, the addition of a mezzanine level to the access top of vehicles, the replacement of equipment at the end of their useful life like the wheel truing machine, drop tables, and the extension of existing maintenance pits.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$49M
Total Capital Cost EAC: \$53.5M
Estimated Timeline: Ongoing to FY2030



Maintain Core Services

Discrete Projects

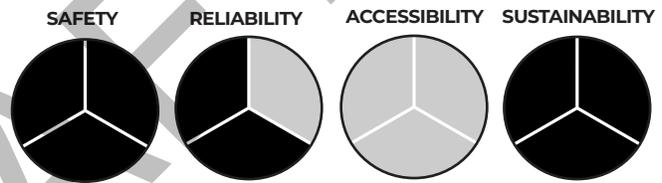


Stevens Creek Bridge Rehabilitation/Replacement and Channel Stabilization

This project will replace or rehabilitate the Stevens Creek Bridge and stabilize the channel beneath it. The bridge was built in 1903 and beyond its useful life of 100 years. The bridge's structural integrity has declined due to previous seismic events. Bridge rehabilitation is critical in ensuring service throughout Caltrain's corridor.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$5M
Total Capital Cost EAC: \$5M
Estimated Timeline: FY2029 to FY2034

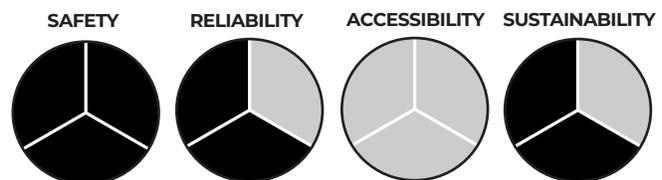


Backup Control Center Datacenter Migration to Cloud Environment

This project will move the datacenter to a Cloud Environment. Migration of server and datacenter to the cloud will reduce physical, electrical and heating, ventilation, and air conditioning needs at existing or future facilities, and provides opportunities for geographic diversity. Thus, it will precede the datacenter and facility power needs and the potential need for a new building. Decentralized backup systems separate from Caltrain property leverage and expand upon scalability, improved cybersecurity, and cyber/disaster recovery. The system is already connected to the Amazon Web Services (AWS) cloud and; therefore, not a significant lift to migrate to this setup.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$6M
Total Capital Cost EAC: \$6M
Estimated Timeline: FY2026 to FY2028



Maintain Core Services

Discrete Projects

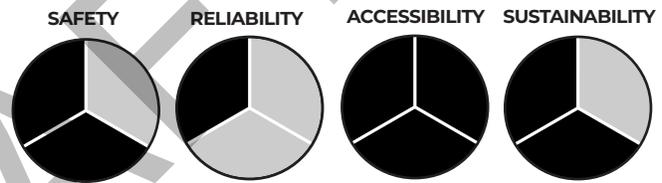


Broadband System Mid-Life Technology Refresh

This project enables a technology refresh at the mid-life point of the Broadband System, including the replacement of antennas at year seven.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$1.5M
Total Capital Cost EAC: \$1.5M
Estimated Timeline: FY2031 to FY2031

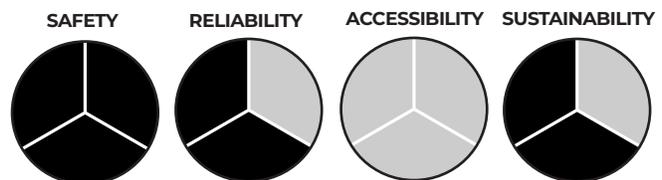


Waterway Timber Planking and Box Culverts Replacement

This project will replace the Waterway timber planking and box culverts, which were built in 1907 and are beyond their useful life of 40 years. There is a creek that goes underneath the main line, which would compromise the trackway if it collapsed. Replacement of these assets would bolster Caltrain's resilience to seismic events and other natural disasters. Bridge rehabilitation is critical in ensuring service throughout Caltrain's corridor.

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$5M
Total Capital Cost EAC: \$5M
Estimated Timeline: FY2026 to FY2031



Maintain Core Services

Discrete Projects

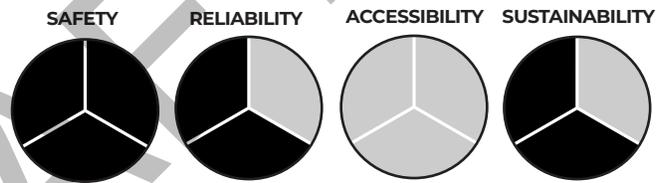


SFPUC Water Main - 2 Bridge Rehabilitation/ Replacement

This project will replace the SFPUC Water Main - 2 bridge, which is a rail-only bridge that goes over the SFPUC easement. The bridge was built in 1924 and has reached the end of its useful life of 100 years. Repairing the structure will ensure that it can carry the expected loading, as the existing structure is deteriorated and requires structural support replacement. Bridge rehabilitation is critical in ensuring service throughout Caltrain's corridor.

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$5M
Total Capital Cost EAC: \$5M
Estimated Timeline: FY2027 to FY2032

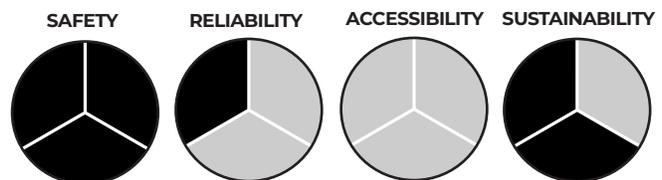


San Francisquito Bridge Acoustic Monitoring System

This project will procure and install an acoustic monitoring system to provide more timely notice of potential cracks or damage to key structural elements that may render the San Francisquito Bridge unsafe until the full replacement is constructed. Caltrain regularly monitors the condition of tracks and structures as part of its ongoing efforts and commitment to ensuring high-quality, safe, dependable, and reliable rail services.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$1M
Total Capital Cost EAC: \$2.1M
Estimated Timeline: Ongoing to FY2026



Maintain Core Services

Discrete Projects

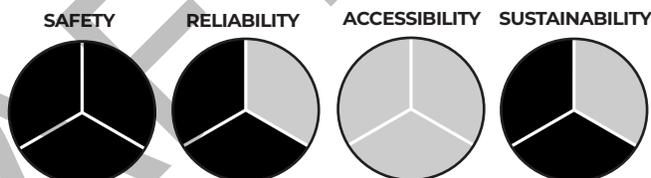


EAM Software System

This project will benefit Caltrain by making asset data more readily available through an EAM Strategic Procurement Plan, EAM Procurement Strategy, and the implementation of an Enterprise EAM Software System. The current strategy anticipates the ability to utilize the Enterprise GIS System to meet desired EAM business needs.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$4.5M
Total Capital Cost EAC: \$8M
Estimated Timeline: Ongoing to FY2029



San Antonio Station Pedestrian Underpass Rehabilitation

This project will replace or rehabilitate the Pedestrian Underpass at San Antonio Station. This underpass was built in 1988 and will ensure that Caltrain can continue to meet the multimodal needs of the surrounding community. Bridge rehabilitation is critical in ensuring service throughout Caltrain's corridor.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$4.7M
Total Capital Cost EAC: \$4.7M
Estimated Timeline: FY2029 to FY2034



Maintain Core Services

Discrete Projects

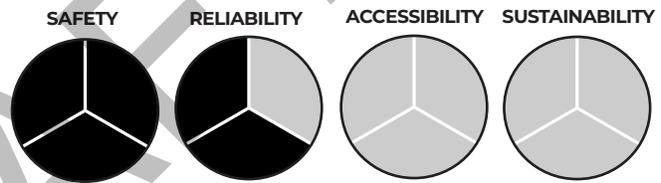


Onboard and MOW Crew Radios Digitization

Current onboard crew radios are incompatible with Caltrain's forthcoming digital radios that match industry standards. Digitizing the MOW radios will eliminate the need for leased mountaintop antenna locations and will provide a modernized system with enhanced monitoring and support capabilities.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$3M
Total Capital Cost EAC: \$3M
Estimated Timeline: FY2028 to FY2029

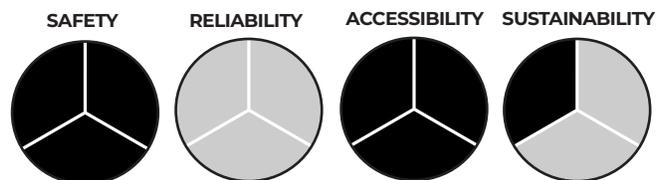


Climate Risk and Vulnerability Study

This study will analyze the vulnerability of Caltrain's service, infrastructure, right-of-way, operations, and passengers to the negative impacts of climate change, including high heat, wildfire and smoke, severe storms, and sea level rise. This analysis will result in recommendations for climate improvements and/or adaptations that could include capital improvements.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$214k
Total Capital Cost EAC: \$535k
Estimated Timeline: Ongoing to FY2026



Maintain Core Services

Discrete Projects

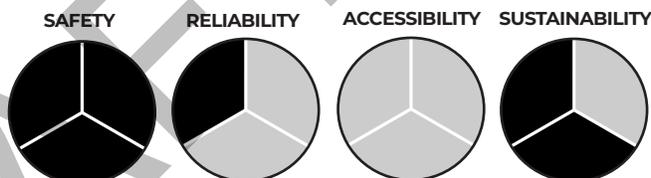


EMU 8-Year Overhaul

The newly introduced EMUs require an eight-year overhaul and a 15-year overhaul to maintain onboard safety. This project cover the eight-year overhaul that will likely be done in-house whereas the 15-year overhaul will be completed by an outside third party. This SOGR project will ensure the safe and reliable continuation of revenue service along the electrified corridor.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$24M
Total Capital Cost EAC: \$24M
Estimated Timeline: FY2032 to FY2035

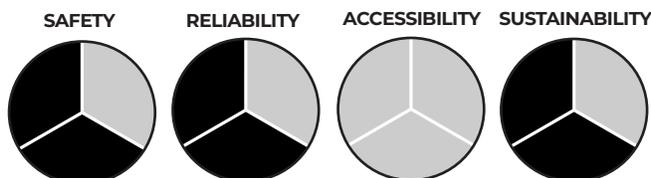


Cesar Chavez Street Bridge Rehabilitation/ Replacement

Constructed in 1907, the Cesar Chavez Street Bridge is a rail-only bridge that goes over the roadway and is beyond its useful life of 100 years. This project will replace the Cesar Chavez Street Bridge to bolster its resilience to seismic events and other natural disasters. Bridge rehabilitation is critical in ensuring service throughout Caltrain’s corridor.

San Francisco County Systemwide Benefits

CIP 10-Year Funding Needs: \$22.5M
Total Capital Cost EAC: \$22.5M
Estimated Timeline: FY2027 to FY2032



Maintain Core Services

Discrete Projects

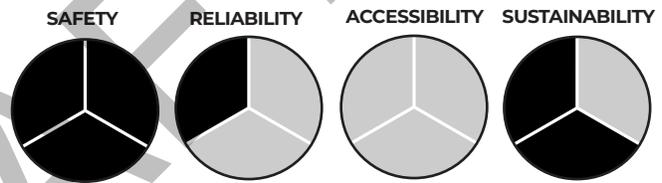


Storm Drain Bridge Rehabilitation/Replacement

This project will replace the Storm Drain Bridge, which was built in 2002. The bridge has been strained by past seismic events, prompting its replacement to gain resilience against other seismic events and natural disasters. Bridge rehabilitation is critical in ensuring service throughout Caltrain's corridor.

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$7.5M
Total Capital Cost EAC: \$7.5M
Estimated Timeline: FY2027 to FY2032

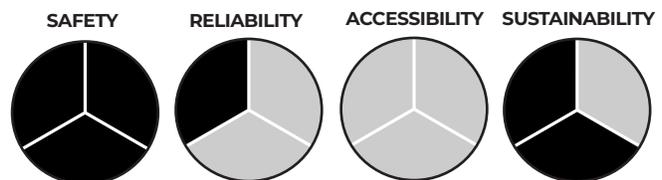


Almaden Road Bridge Rehabilitation/Replacement

This project will replace or rehabilitate the rail bridge at Almaden Road, which has faced structural degradation due to past seismic events. This bridge was built in 1936 and nearing the end of its useful life of 100 years. Bridge rehabilitation is critical in ensuring service throughout Caltrain's corridor.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$12.5M
Total Capital Cost EAC: \$12.5M
Estimated Timeline: FY2030 to FY2035



Maintain Core Services

Discrete Projects

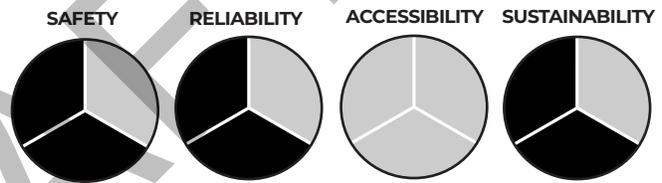


New MOW Facility Acquisition

This project will procure a new MOW facility to meet the needs of Caltrain’s maintenance team, which has grown to accommodate the addition of the Electrification assets. Currently, MOW equipment is stored on the street due to limited indoor space, which puts it at risk of theft or damage. The new facility will be strategically located along the Caltrain corridor to reduce response time and will provide sufficient square footage to secure equipment and provide a comfortable and safe environment for the maintenance crews.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$33M
Total Capital Cost EAC: \$33.25M
Estimated Timeline: Ongoing to FY2027

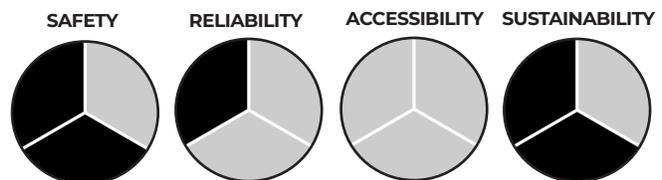


Airport Boulevard Bridge Rehabilitation/ Replacement

This project will replace the Airport Boulevard Bridge, which is a rail-only bridge that was built in 1935 and is reaching the end of its useful life of 100 years. The bridge has been strained by past seismic events, prompting its replacement to gain resilience against other seismic events and natural disasters. Bridge rehabilitation is critical in ensuring service throughout Caltrain’s corridor.

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$50M
Total Capital Cost EAC: \$50M
Estimated Timeline: FY2028 to FY2033



Maintain Core Services

Discrete Projects

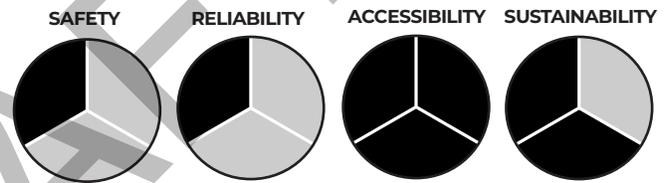


TVM Replacement or Rehabilitation

This program supports the replacement or rehabilitation of the TVMs and Next Generation Clipper Readers for the FY2031-FY2035 period. TVMs have a 12-year useful life and were last upgraded and rehabilitated in 2023.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$10M
Total Capital Cost EAC: \$10M
Estimated Timeline: FY2031 to FY2035



Maintain Core Services

Recurring Programs

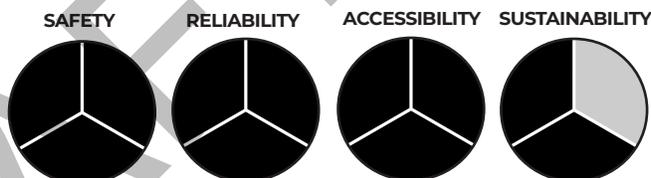


SOGR Program - EMU Stadler Car

This SOGR program provides continuous maintenance of the Stadler Car, including the Clean, Oil, Test, and Stencil inspections (COTS) of the air brakes. COTS is required to be conducted every four years but will be staggered for vehicles to maintain continuous revenue service while some vehicles are out for service.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$4.75M
Estimated Timeline: FY2025 to Ongoing

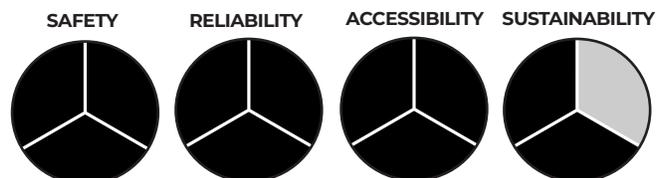


SOGR Program - Bombardier Car Rail Vehicles and Truck

This program provides the maintenance, refurbishment, and replacement of the legacy Bombardier passenger cars and trucks to enable continued along the non-electrified portion of the Caltrain corridor south of San José.

Corridor-wide Local Benefits

Average FY Funding Need: \$5.7M (through FY30)
Estimated Timeline: Ongoing to FY2030



Maintain Core Services

Recurring Programs

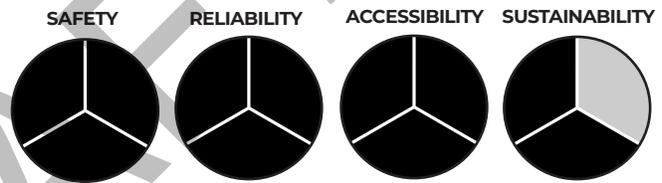


SOGR Program - Right-of-Way

The Right-Of-Way SOGR program enables general maintenance of drainage systems, right-of-way signage, vegetation management, graffiti abatement, soil/concrete waste/garbage dumping and removal, tree pruning and removal, retaining walls repair, and improved access for operations and maintenance. This program enables to protect Caltrain's most valuable asset, its property, and to ensure it is more resilient to the natural environment and safer for the maintenance team.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$2.8M
Estimated Timeline: Ongoing

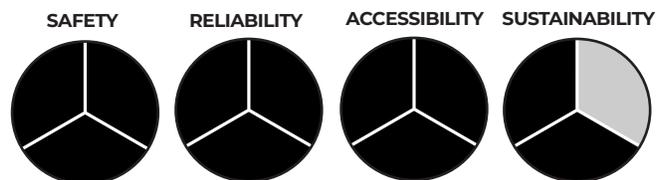


SOGR Program - Stations North of CP Lick

This Station SOGR program recurs support capital maintenance at stations north of CP Lick owned by Caltrain, which improves station safety and security and the customer experience.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$3.5M
Estimated Timeline: Ongoing



Maintain Core Services Recurring Programs

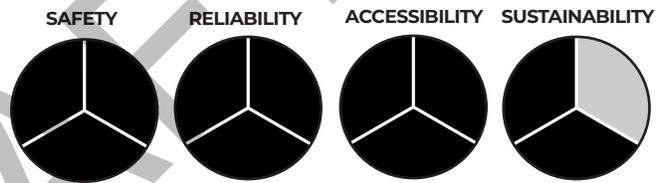


SOGR Program - Systems Technology

This recurring SOGR program provides maintenance and a refresh to the office systems hardware and software updates including Central Train Control, PTC, PADS, CCTV, Fiber Optic, and other safety systems that have reached the end of their useful life.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$1M
Estimated Timeline: Ongoing

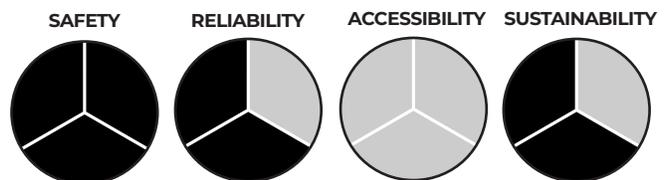


SOGR Program - MOW Tracks

The MOW Tracks SOGR Program includes work activities to keep the tracks maintained and includes elements such as the purchase and installation of new rail and crossties, special track components, thermite welds, and other track materials. Additionally, this program enables maintenance welding and grinding at special track locations, track surfacing throughout the corridor, rail grinding, highway-grade crossing restoration and repair, ballast purchase and placement, etc. to maintain federal safety compliance requirements.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$15M
Estimated Timeline: Ongoing



Maintain Core Services

Recurring Programs

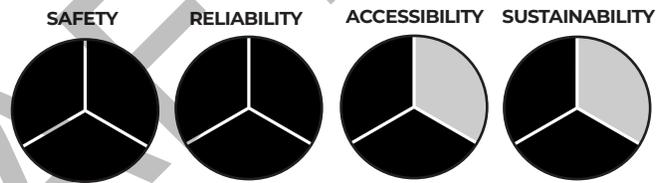


SOGR Program - Communication

This recurring SOGR program for Communication provides maintenance and replacement of Caltrain's Communications to ensure ongoing reliable and safe service.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$1.3M
Estimated Timeline: Ongoing

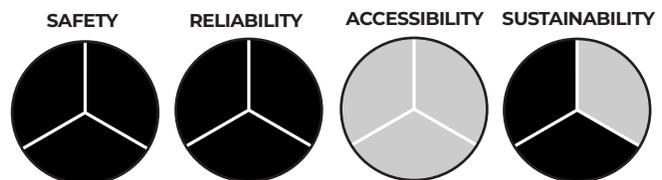


SOGR Program - Track Equipment

This program supports the purchase of track equipment for the various teams at Caltrain (MOW and Maintenance of Equipment) to keep track and the vehicles in a SOGR and directly helps to facilitate the SOGR Program - MOW Tracks. The replacement of some trucks with only electric ones will be required to comply with carbon-neutral operating requirements. This is also the case for the diesel switchers that would be required to move to electric/battery-operated switchers, which are necessary for rescuing trains that encounter a failure on the mainline.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$3.5M
Estimated Timeline: Ongoing



Maintain Core Services

Recurring Programs

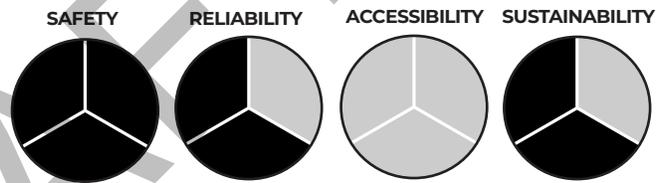


SOGR Program - OCS

This SOGR program provides for the maintenance and rehabilitation of Overhead Catenary System (OCS) components. All OCS assets are brand new, therefore, the scope of the program is in development and will be based on the recommended intervals from item manufacturers and the reception of as-built drawings of the OCS.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$1.5M
Estimated Timeline: FY2026 to Ongoing

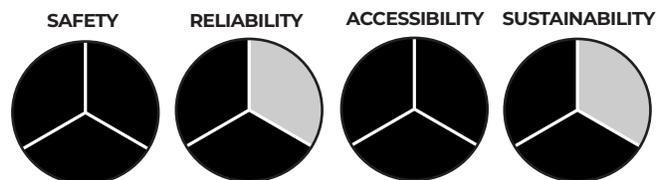


SOGR Program - Stations South of CP Lick

This Station SOGR program support capital maintenance at stations south of CP Lick owned by VTA, which improves station safety and security and the customer experience.

Corridor-wide Local Benefits

Average FY Funding Need: \$500k
Estimated Timeline: FY2028 to Ongoing



Maintain Core Services

Recurring Programs

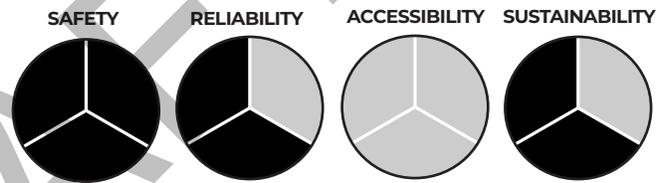


SOGR Program - TPS

This SOGR program provides for the maintenance and rehabilitation of Traction Power Substations (TPS) components for the two substations located in South San Francisco and San José, one switching station located in Redwood City, and seven parallel stations. All TPS assets are brand new, therefore, the scope of this program is in development and will be based on the recommended intervals from item manufacturers and the reception of as-built drawings of the TPS system.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$500k
Estimated Timeline: FY2026 to Ongoing

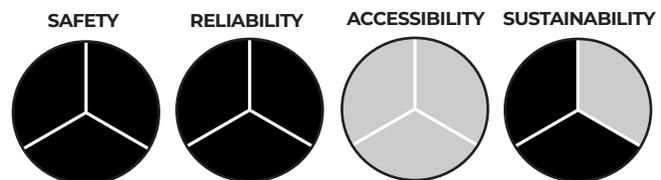


SOGR Program - Bridges and Civil Structures

This SOGR program will enable maintenance repairs to restore the integrity of the bridges and structures to a fair condition while increasing the safety, security, and useful life of the assets, as identified in the Caltrain's Annual Bridge Inspection Program.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$1.6M
Estimated Timeline: Ongoing



Maintain Core Services

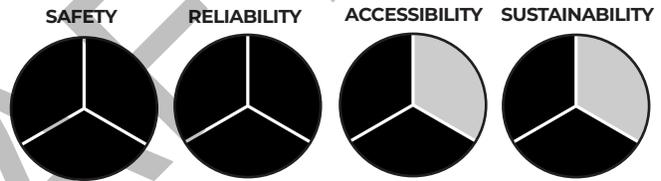
Recurring Programs



SOGR Program - Signals

The Signals SOGR Program provides for the maintenance and replacement of Caltrain's train control signals and grade crossing signals to ensure ongoing reliable and safe service.

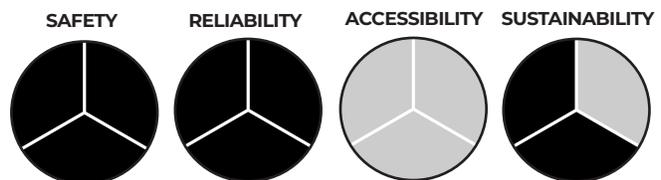
Corridor-wide
Systemwide Benefits
Average FY Funding Need: \$500k
Estimated Timeline: Ongoing



SOGR Program - F40 Locomotives

This SOGR program provides the maintenance of the legacy F-40 locomotives to enable continued service along the non-electrified portion of the Caltrain corridor south of San José.

Corridor-wide
Local Benefits
Average FY Funding Need: \$200k (through FY30)
Estimated Timeline: Ongoing to FY2030



Maintain Core Services

Recurring Programs

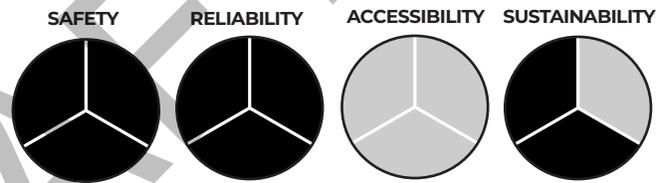


SOGR Program - MP-36 Locomotives

This SOGR program provides the maintenance of the legacy MP-36 locomotives to enable continued service along the non-electrified portion of the Caltrain corridor south of San José.

Corridor-wide Local Benefits

Average FY Funding Need: \$300k (through FY30)
Estimated Timeline: Ongoing to FY2030

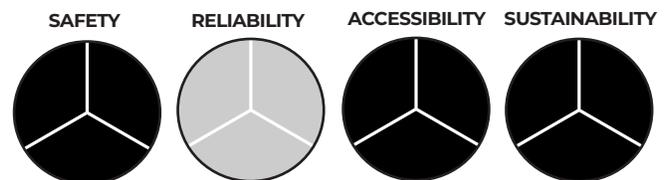


Sustainability and Resiliency Program Support

This recurring program supports the development of policies, programs, and partnerships that help implement Caltrain's *Strategic Sustainability Plan* and *Climate Resiliency and Vulnerability Plan*. It identifies and advances innovative investments and process improvements to reduce waste and energy consumption, improve environmental stewardship, increase Caltrain's resiliency, and contribute to equity and quality of life in the region in the development of capital projects.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$125k
Estimated Timeline: FY2026 to Ongoing



Maintain Core Services

Recurring Programs

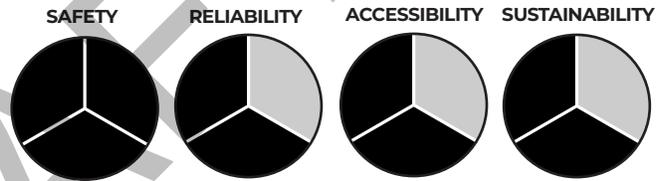


Rail Network and Operations Planning Support

This recurring program supports planning activities that develop solutions to optimize Caltrain's service with performance, ridership, events, and other variables requiring detailed modeling and analysis. This program aims to identify efficiencies in delivering the service to have a positive impact on the operating budget. This program also guarantee Caltrain's ability to coordinate with its local and regional partners on schedules, transit transfer points by supporting the development of schedules and early operational review of capital projects to understand potential impacts/ design solutions related to operations.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$1.5M
Estimated Timeline: Ongoing

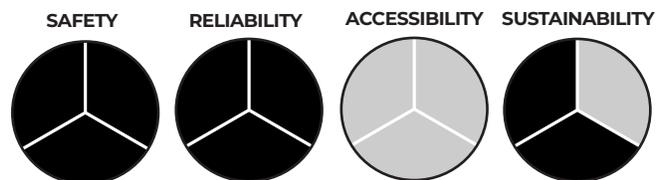


SOGR Program - Non-Revenue Vehicles

The SOGR program for non-revenue vehicles supports the purchase of rubber tire vehicles for the operations and maintenance crews to efficiently maintain the corridor utilities and infrastructure. The replacement of some vehicles by only electric ones will be required to comply with carbon-neutral operating requirements and will require additional charging infrastructures and vehicles.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$1.7M
Estimated Timeline: Ongoing



Maintain Core Services

Recurring Programs

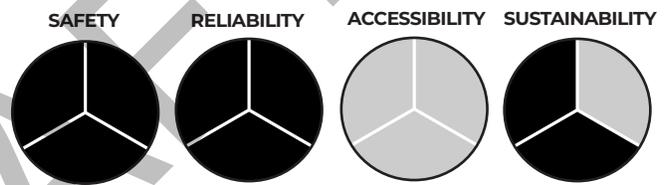


SOGR Program - CEMOF and Other Facilities

The SOGR Program for facilities covers the work required to maintain the reliability and safety of Caltrain's two Central Control Facilities, Train Crew Trailers, and MOW facilities. The type and scope of work scheduled for each fiscal year are based on the condition of the facilities, inspections, and maintenance performed throughout the year.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$3M
Estimated Timeline: Ongoing

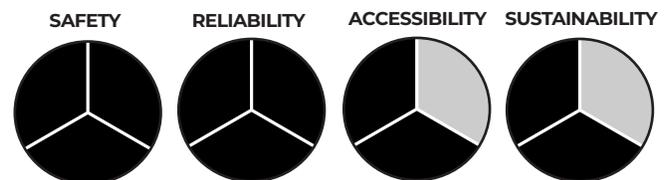


SOGR Program - Historical Stations

The Station SOGR program works toward the preservation of the seven historic station buildings and keeps them in a state of good repair and is coordinated with the South Bay Historical Railroad Society (SBHRS).

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$2.5M
Estimated Timeline: Ongoing



Maintain Core Services

Recurring Programs

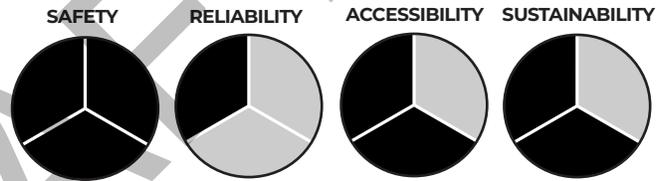


CIP Update and Maintain

This recurring program will support the update to the long-term CIP and Rolling Program, thereby improving Caltrain's ability to plan, evaluate, prioritize, and report on its capital improvement program.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$250k
Estimated Timeline: FY2026 to Ongoing



Property Mapping Support

This recurring program supports the yearly procurement of land surveying services necessary to produce and maintain accurate mapping of JPB's properties, specifically identifying what the JPB owns and where the owned parcels are located. Having accurate property mapping will reduce real estate costs during capital project implementation.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$1M
Estimated Timeline: FY2025 to Ongoing



Enhance Service and Customer Experience *Discrete Projects*



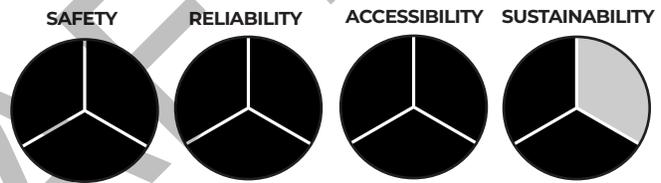
VMS Replacement

This project will determine the new VMS and passenger information system at Caltrain stations. There are currently 122 VMS to be replaced that were installed between 1997 and 2015, all of which are at the end of or beyond their useful life. The current VMS are no longer supported by the manufacturer.

Modern VMS signs carry modern interfaces, color capability, improved resolution, graphics capabilities, which improve the customer experience for all passengers.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$40k
Total Capital Cost EAC: \$6.8M
Estimated Timeline: Ongoing to FY2026

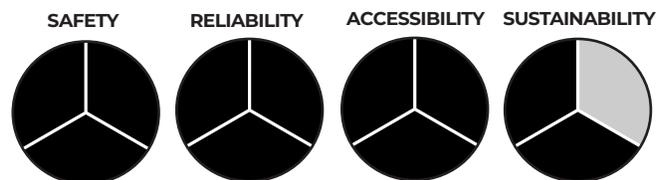


PADS Phase 2: Modernization

The PADS is a critical system that receives input on the location of a train, makes train arrival time predictions, and provides output to the passenger messaging systems including the PA audio system, VMS station digital signs, and LCDs for station messaging, wayfinding, and external data feeds such as Caltrain.com and MTC511. The existing PADS was designed in 2012, deployed in 2014, and has reached the end of its useful life. New systems provide more accurate information that are now the industry standard. The PADS modernization will provide significant benefits to the riders.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$7M
Total Capital Cost EAC: \$7M
Estimated Timeline: FY2026 to FY2029



Enhance Service and Customer Experience *Discrete Projects*

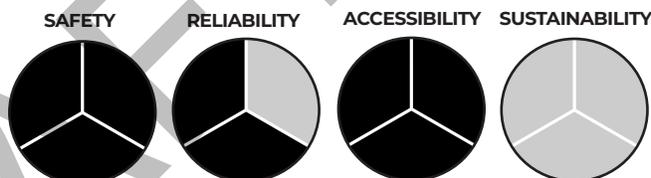


Level Boarding Program

As a legacy system, Caltrain does not currently provide level boarding access to its passenger cars. As Caltrain modernizes the system through significant projects like electrification, Caltrain commits to improving its system to ensure safe and accessible boarding for people of all abilities. Universal Level Boarding brings significant safety and accessibility benefits to all passengers. Additionally, it allows for faster boarding and alighting to support enhanced service levels and schedule reliability, reducing train dwell times at stations. Implementing level boarding is a complex, expensive, and long-term program. Caltrain recently developed a roadmap of cost-effective improvements the agency can undertake with platform raising.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$237M
Total Capital Cost EAC: \$620M
Estimated Timeline: Ongoing to FY2035

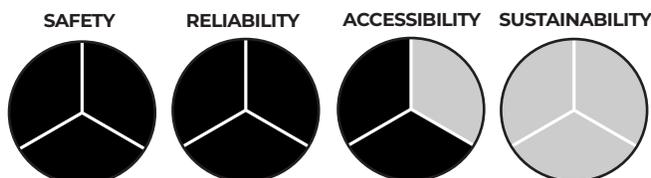


Crossover Trackwork in the Diridon-San José Station Area

This project was identified as part of the minimal investment needed on Caltrain corridor to meet the Board-Adopted Moderate Growth Service Vision without blended services as part of the systemwide effort of the Business Plan Development. There is a need to install an additional crossover track north of the Diridon-San José Station Area to improve operational flexibility and increase capacity at the Diridon-San José Station. This project will allow use of all the tracks at Diridon-San José Station, provide more flexibility for Caltrain's tenants and allow an increase in the capacity.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$6.3M
Total Capital Cost EAC: \$6.3M
Estimated Timeline: FY2026 to FY2031



Enhance Service and Customer Experience *Discrete Projects*

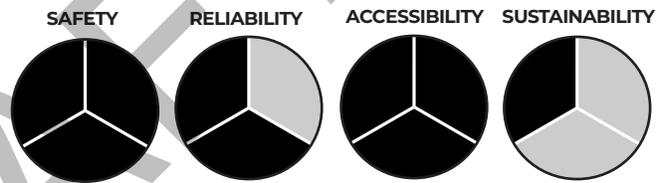


Bike Parking Improvement Program

This program will provide systemwide improvements to bicycle parking and includes bike lockers at 23 stations and bicycle rooms for up to eight stations. The program will help make Caltrain a more attractive option for passengers with bicycles while freeing up physical on-board space. This program will also reduce dwell time at station due to boarding/alighting at the bike car.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$300k
Total Capital Cost EAC: \$5.3M
Estimated Timeline: Ongoing to FY2026

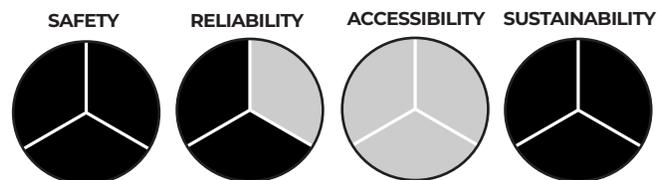


VHF Voice Radio Modernization and Optimization - Tunnels Coverage and New Emergency Services Capability

The current voice and PTC systems utilize a leaky coaxial design to provide radio coverage in Caltrain's tunnels, which has been inadequate for train crews to communicate to dispatch, primarily conductors or other crews not located in the train cab. This project consolidates and modernizes the voice radio system to enable seamless coverage in tunnels and adds Emergency Services (i.e., 911, Police, Fire, etc.) capabilities that do not exist today, which will greatly improve safety and reliability for both passengers and crews.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$3M
Total Capital Cost EAC: \$3M
Estimated Timeline: FY2027 to FY2028



Enhance Service and Customer Experience *Discrete Projects*

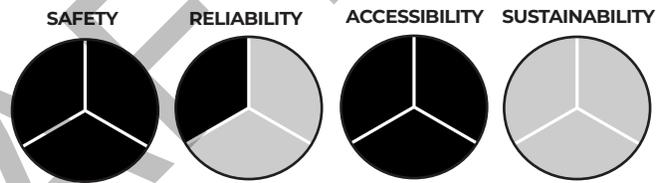


Digital Customer Displays (Multi-Level Stations)

The Digital Customer Displays program will install digital customer displays with text-to-speech capabilities at key entrance areas at stations to provide boarding and other relevant information to the customers. This solution was identified at the Customer Experience Task Force to address multi-level stations where customers need to walk up or down the stairs, or long distances to be able to see and/or hear the VMS/PA announcements about single-tracking at the station. Riders will be able to identify the correct platform at the impacted stations, which will improve customer experience and provide a safer environment by reducing the risks of bad behaviors, such as running on the platform afraid of missing the train, crossing tracks in unauthorized locations, and forgetting to purchase a ticket or tag a Clipper card.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$400k
Total Capital Cost EAC: \$430k
Estimated Timeline: Ongoing to FY2026

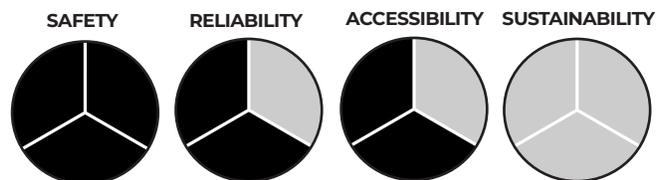


Universal Crossover Trackwork at Strategic Locations

This project will do a systemwide assessment to first identify the strategic location to add new universal crossovers. The assessment will shortlist six locations along Caltrain Corridor. The addition of new crossovers special trackwork will provide more operational flexibility during single tracking, especially during capital project construction (such as grade separation and bridge rehabilitation). The timing of the design and construction of crossovers may depend on regional and local projects.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$46M
Total Capital Cost EAC: \$46M
Estimated Timeline: FY2026 to FY2035



Enhance Service and Customer Experience *Discrete Projects*

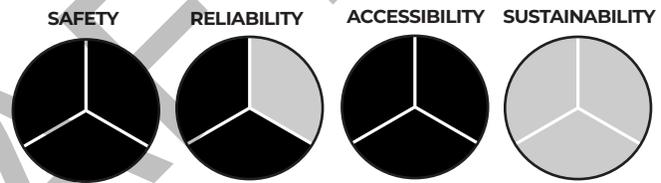


Stations Connections to Fiber Optic

This project will connect the stations to the Caltrain Fiber Optic Backbone once permanently repaired, which is being addressed through a separate project. The current station connection via lease-lines managed by SamTrans IT for systems including CCTV, VMS, PA, and Train Control poses a cybersecurity threat that will be mitigated through the merging with the Caltrain Fiber Optic Backbone. This project should run concurrently with the Network Architecture Redesign project.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$4M
Total Capital Cost EAC: \$4M
Estimated Timeline: FY2028 to FY2029

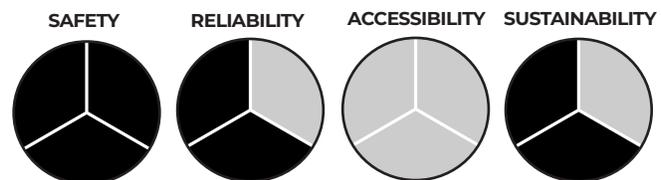


MPCC Facilities Modernization

This project includes the renovation of the two Caltrain-owned buildings in Menlo Park and transformation to a campus-type facility for future occupancy by Caltrain departments (TBD).

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$1.28M
Total Capital Cost EAC: \$3.4M
Estimated Timeline: FY2025 to FY2027



Enhance Service and Customer Experience *Discrete Projects*

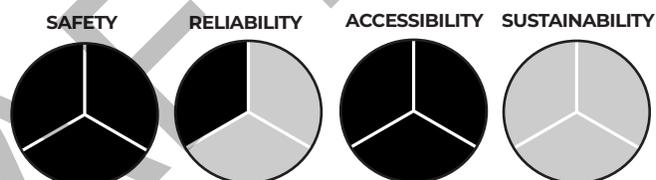


Platform Improvements for Bike Loading and Passengers Needing Assistance (All Stations)

This program will re-stripe platforms at all stations to clearly identify loading zones for people with bicycles with the roll-out of the new EMU trains. EMU trains will always have the same configuration and the clear identification of locations for bicyclists will reduce crowding on the platforms for non-bikers/scooter passengers, improve safety and the customer experience.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$60k
Total Capital Cost EAC: \$80k
Estimated Timeline: Ongoing to FY2027

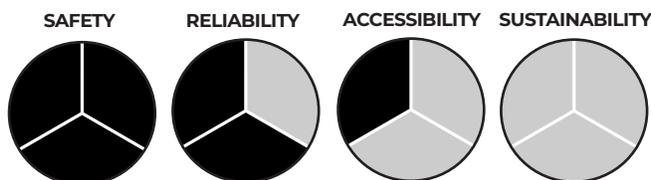


Rail Operations Real-time Database/Data Warehouse

This project will consolidate numerous databases and data streams from various operational systems into a primary database. Currently, numerous independent systems do not share information adequately. This project provides a single repository of real-time operational data, seamless user interaction, and improved cybersecurity by enabling a single interface for new systems to be more easily tapped into. The design will include a new standard of data structure to be followed by all subsequent projects.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$300k
Total Capital Cost EAC: \$300k
Estimated Timeline: FY2030 to FY2030



Enhance Service and Customer Experience *Discrete Projects*

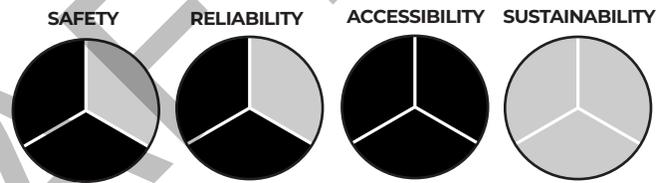


PA Overhaul and Digitization at Stations

This project will analyze the potential to do a full re-design of the Public Address (PA) System at all stations. The audio (speaker, amplifier, zone controller) at stations are obsolete. It includes a review of the location of the speakers on the platforms and modernizes the system by replacing the speakers, amplifier, and zone controllers, and converting to a fully digital network-based solution. This project provides significant benefits to all passengers, especially visually impaired passengers.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$3M
Total Capital Cost EAC: \$3M
Estimated Timeline: FY2026 to FY2027

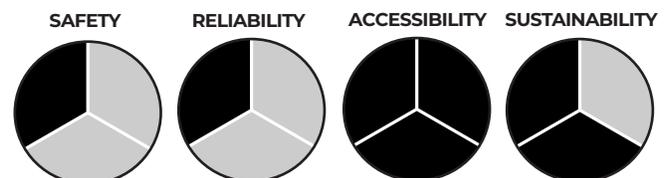


Electric Fleet for Service to Gilroy (Expansion)

This project includes the procurement of six additional BEMU trains to provide additional service to Gilroy before the electrification of this part of the corridor, which is part of the HSR project.

Corridor-wide Local Benefits

CIP 10-Year Funding Needs: \$235M
Total Capital Cost EAC: \$300M
Estimated Timeline: FY2030 to FY2036



Enhance Service and Customer Experience *Discrete Projects*



Mini-High Platforms - Stations North of CP Lick

This project will install mini-high platforms at eight remaining stations to support EMU service (Bayshore, Burlingame, Hayward Park, Belmont, California Avenue, San Antonio, Lawrence, Tamien). Mini-high platforms were originally installed at five “Express” train stations in 2003 and installed at five additional stations in 2009. Grounding and bonding will be required at all of the stations within the areas that will be electrified. This project will improve accessibility for passenger of all abilities. It will allow for more efficient ADA access, thus decreasing dwell time, improving service and reducing operating costs.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$0
Total Capital Cost EAC: \$4.26M
Estimated Timeline: Ongoing to FY2025

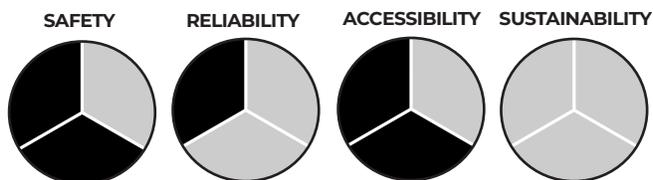


Mini-High Platforms - Stations South of CP Lick

This project follows the first phase to install mini-high platforms at eight remaining stations north of CP Lick and will install mini-high platforms at five stations south of CP Lick (Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy).

Santa Clara County Local Benefits

CIP 10-Year Funding Needs: \$0
Total Capital Cost EAC: \$2.4M
Estimated Timeline: Ongoing to FY2026



Enhance Service and Customer Experience *Discrete Projects*

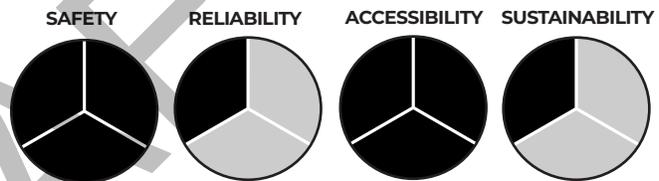


Station Amenities Improvement Program

This program includes a systemwide assessment of improvements at station facilities along the corridor to incorporate Universal Design and Crime Prevention Through Environmental Design (CPTED) principles. These improvements may include passenger shelters, circulation (pick-up and drop-off areas), and landscaping to enhance station areas and support ridership growth. This program is a long-term planning effort to identify strategic improvements for the Board-Adopted Moderate Growth Service Vision. Caltrain will implement these improvements in phases, which will be rooted in the Caltrain Station Access Policy.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$37M
Total Capital Cost EAC: \$47M
Estimated Timeline: FY2026 to FY2036

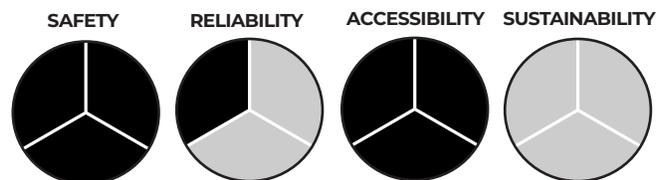


Digital Customer Displays (South Santa Clara County Stations)

This project will install digital customer displays with text-to-speech capabilities in South Santa Clara County stations to provide boarding and other relevant information to customers. This will provide up-to-date train service information to customers using these stations, which currently do not have VMS. This is a significant improvement to the customer experience.

Santa Clara County Local Benefits

CIP 10-Year Funding Needs: \$200k
Total Capital Cost EAC: \$200k
Estimated Timeline: FY2025 to FY2026



Enhance Service and Customer Experience *Discrete Projects*

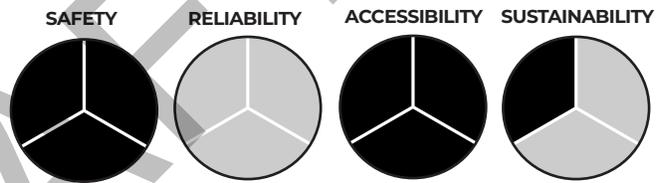


Station Placemaking Pilot Project

This pilot project will analyze the potential to improve landscaping through the implementation of artwork, green walls, etc. at select stations to enhance the customer experience, comfort, and safety.

Corridor-wide Local Benefits

CIP 10-Year Funding Needs: \$480k
Total Capital Cost EAC: \$510k
Estimated Timeline: FY2025 to FY2032

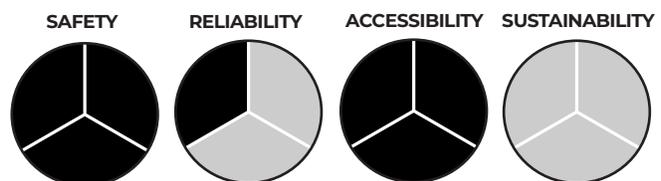


Broadband Wireless Communications System

This program will design a broadband wireless communications system along the Caltrain corridor for the wayside train maintenance diagnostics and passenger Wi-Fi service. The program will investigate leveraging the existing infrastructure such as OCS poles and the JPB fiber network to communicate with passing trains. Wayside antennas may be mounted on the OCS poles at constant intervals to communicate with moving trains that will be equipped with radios and antennas. This project enable future operational improvement and will significantly improve the customer experience.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$0
Total Capital Cost EAC: \$30.4M
Estimated Timeline: Ongoing to FY2025



Enhance Service and Customer Experience *Discrete Projects*

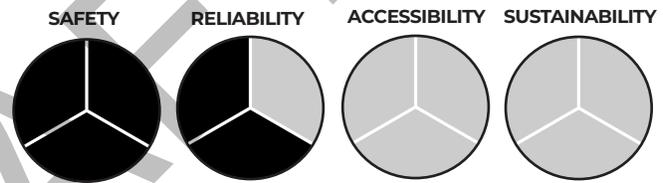


Migration to Digital Voice Radio System

This program is part of the continual effort to migrate toward a digital voice radio system to replace existing obsolete equipment for crews working in the operating right-of-way or onboard trains.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$0
Total Capital Cost EAC: \$2M
Estimated Timeline: Ongoing to FY2025

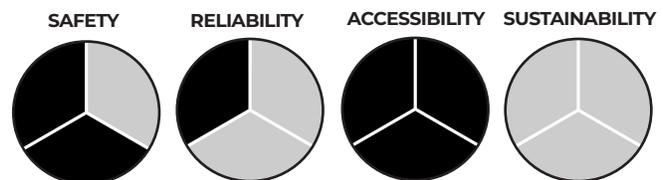


Broadband Wireless Communications System Enhancements

This program expands upon Caltrain's broadband wireless communication system currently under construction to permit the transfer of onboard operational systems data, separate from the public Wi-Fi service. This expansion will be integrated with the EMU train systems to provide real-time information from the train to the control center and allow real-time monitoring of the EMUs, CCTV, and data collection systems such as the passenger counting system. This project significantly improve the service performance.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$3M
Total Capital Cost EAC: \$3M
Estimated Timeline: FY2026 to FY2028



Enhance Service and Customer Experience *Discrete Projects*

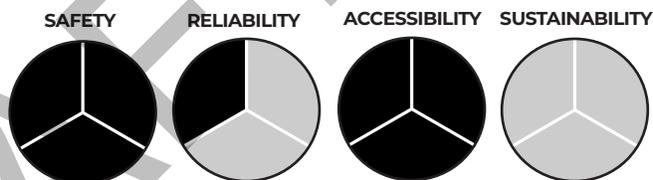


22nd Street ADA Access Improvements

This project will provide ADA access to the 22nd Street Station, which does not have existing ADA accessibility. ADA access improvements will include ramps to the platforms and other necessary ADA-related improvements including tactile surfacing, wayfinding, lighting, disabled parking, and drainage at the toe of the embankment along the edge of the platform.

San Francisco County Local Benefits

CIP 10-Year Funding Needs: \$10.5M
Total Capital Cost EAC: \$11.2M
Estimated Timeline: Ongoing to FY2028

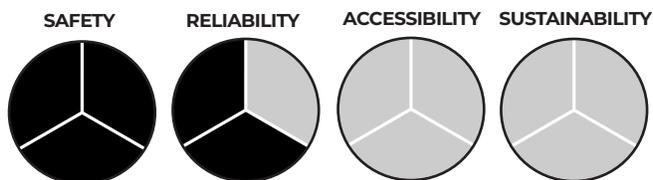


San José Backup Central Control and Crew Facilities Assessment and Replacement

The assessment will evaluate the current condition of the San José Backup Central Control and Crew Facilities, including the dispatch and datacenter structures, both interior and exterior finishes, as well as the electrical and mechanical systems. This will result in the replacement or renovation of the facilities and will align with the requirements outlined in the *Network Architecture Redesign* project to meet the needs of the SJCC.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$4.7M
Total Capital Cost EAC: \$4.7M
Estimated Timeline: FY2027 to FY2032



Enhance Service and Customer Experience *Discrete Projects*

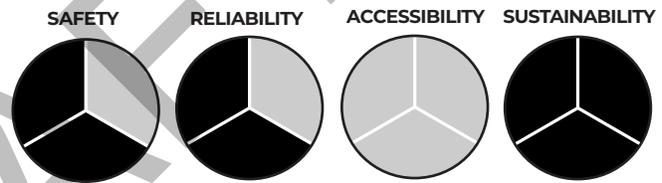


OCS Improvements

The Catenary System is a critical component of the Caltrain electrification system, providing electrical power to trains. This project aims to enhance the OCS reliability, safety, and efficiency to make our electrified system more robust, responsive, and resilient to potential disruptions. This program include a monitoring system for the OCS.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$2M
Total Capital Cost EAC: \$2.8M
Estimated Timeline: Ongoing to FY2027

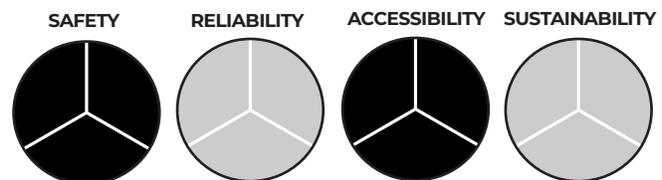


Stations Digital Displays for Messaging and Advertising Planning Study

This project will explore additional strategies to implement advertising opportunities at stations that will result in additional revenue for Caltrain. Currently, Caltrain's advertising capacity is limited to the 4th and King Station. This project will review station amenities and policies and propose station improvements that will enable improved digital customer messaging.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$400k
Total Capital Cost EAC: \$400k
Estimated Timeline: FY2026 to FY2027



Enhance Service and Customer Experience *Discrete Projects*

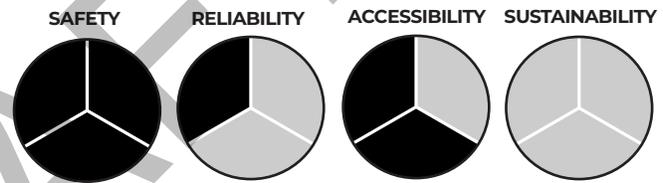


New Private Wireless Network as Fiber Backup

This project creates a private wireless network as the backup to Caltrain’s fiber optic architecture and provides a significant improvement to overall system resiliency and reliability for critical systems. This backup system will reduce or eliminate the need for ongoing leasing costs of a third-party fiber backup and provide more autonomy to Caltrain.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$6M
Total Capital Cost EAC: \$6M
Estimated Timeline: FY2028 to FY2029

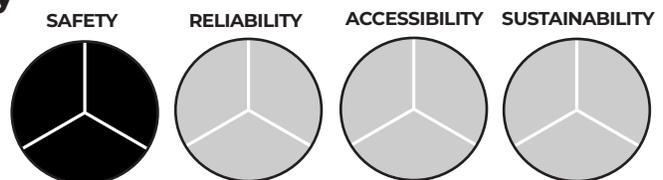


New O&M Training Center

This project will design and construct a state-of-the-art high-voltage OCS training center to be located near one of the TP substations and include designated OCS (foundation, pole, cantilever, wiring) and a mile-long training track for the equipment (train or hi-rail). Caltrain will develop training curriculum for OCS operation and maintenance certifications, and isolations training that could be offered to industry partners and universities. The training center will not only provide ongoing training for Caltrain employees and contractors but will also provide an additional revenue stream for the railroad.

Santa Clara or San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$25M
Total Capital Cost EAC: \$30M
Estimated Timeline: FY2025 to FY2027



Enhance Service and Customer Experience *Discrete Projects*

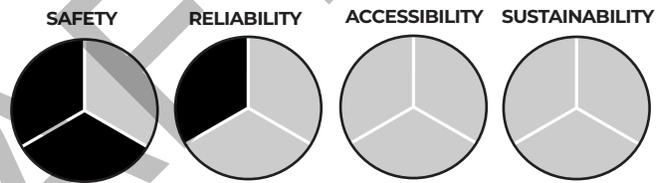


San Mateo Parking Track Electrification and Signaling

This project will enable the design and construction of the OCS and signaling for the San Mateo Parking Track, which is being replaced as part of the 25th Avenue Grade Separation project, and tie into the main OCS.

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$4.7M
Total Capital Cost EAC: \$5.7M
Estimated Timeline: FY2025 to FY2027

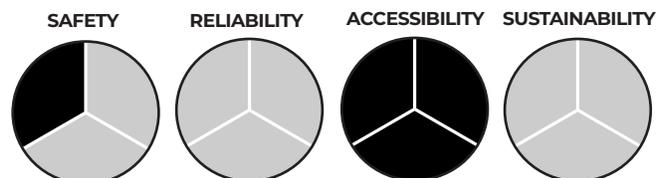


Broadband Wireless Communications System for Diesel Trains

Broadband is only offered on Caltrain Mainline Service between San Francisco and Tamien on board EMUs. This project will implement a cellular-based broadband wireless system on diesel trains, enabling better passenger Wi-Fi services while onboard. Broadband is needed for the diesel trains, as they will continue to operate between San José and Gilroy until they are retired per the State Mandate.

Corridor-wide Local Benefits

CIP 10-Year Funding Needs: \$5.35M
Total Capital Cost EAC: \$5.35M
Estimated Timeline: FY2026 to FY2027



Enhance Service and Customer Experience Recurring Programs

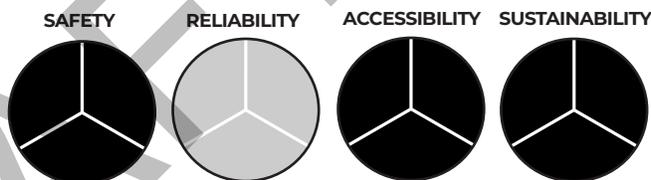


Real Estate and TOD Support

This recurring program supports Caltrain real estate activities including the implementation of Caltrain’s TOD Policy and the development and implementation of a TOD and Real Estate Work Plan. The program advances development and public-private partnerships on Caltrain property and supports ongoing collaboration with cities, developers, and property owners to advance Caltrain’s real estate and TOD interests. The program also provides real estate support to manage Caltrain’s portfolio of properties, provide facilities to meet rail operations and maintenance needs, advance capital projects, and support special projects in conjunction with Commercial and Business Development.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$560k
Estimated Timeline: Ongoing

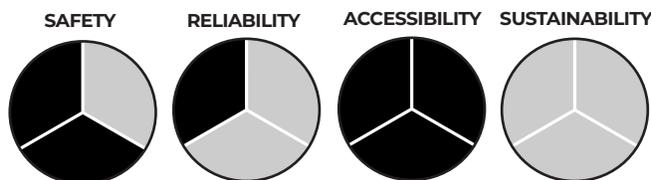


First/Last Mile Wayfinding Program (All Stations)

This recurring program will develop solutions to improve the wayfinding for first- and last-mile access to stations through connecting transit services and bike facilities (e.g., bike valet, bike rooms, and on-demand bike eLockers). This program will be mindful of the current regional effort led by MTC on the *Regional Mapping and Wayfinding Standards*. This program will be implemented in phases focusing first on major transit hubs. This program will provide significant improvement to station access and will enhance the customer experience.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$100k through FY2031
Estimated Timeline: Ongoing to FY2031



Enhance Service and Customer Experience Recurring Programs

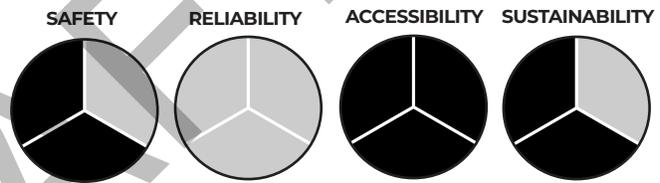


Planning Policy Development Support

This recurring program advances the development of strategic policies and programs and supports planning activities including those related to fare and equity, implementation, and the update of the Rail Corridor Use Policy and required local, regional, state, or federal reporting, and the Business Plan (every five years). Policies and programs are needed to help guide decision-making for Caltrain staff, the Caltrain Board, funding entities including JPB member agencies, and Caltrain's external partners, such as cities and partner transit agencies.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$500k
Estimated Timeline: Ongoing

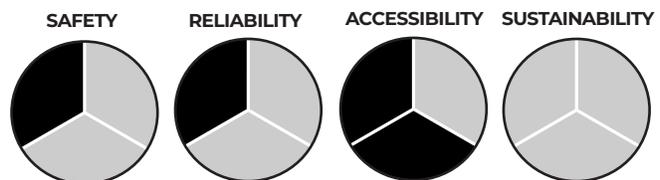


Systemwide Planning Support

This recurring program supports systemwide planning activities required to advance Caltrain investments and participation in multi-agency planning activities related to the development of major rail stations, partnerships with regional rail and transit partners and projects, participation in local jurisdiction projects and plans affecting the railroad, and Caltrain-led station area planning/access efforts.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$500k
Estimated Timeline: Ongoing



Enhance Service and Customer Experience *Recurring Programs*

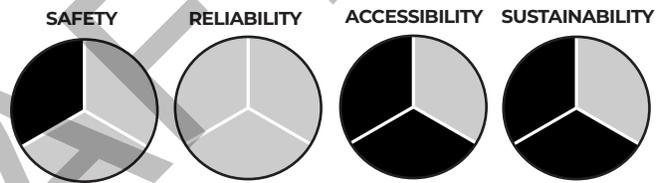


Capital Planning Technical Support

This recurring program supports the technical expertise necessary to advance individual capital projects' planning, development, delivery, and funding efforts in collaboration with partner agencies, local jurisdictions, and internal stakeholders.

Corridor-wide Systemwide Benefits

Average FY Funding Need: \$200k
Estimated Timeline: Ongoing



Deliver the Long-Range Service Vision

Discrete Projects



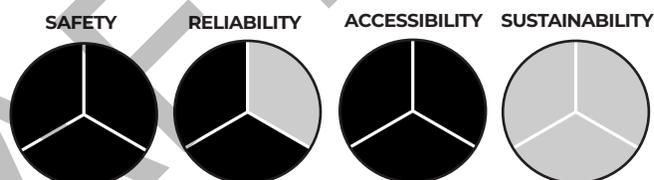
4-Track Station and Grade Separation at Redwood City Station

Caltrain and the City of Redwood City are studying and planning for a relocated and elevated four-track transfer station and passing tracks in the downtown area, which also includes six grade separations in Redwood City: Whipple Avenue, Brewster Avenue, Broadway, Maple, Main, and Chestnut. The four-track station project is critical to advancing the Adopted Long-Range Service Vision that will allow transfers between Express and Local Trains. In 2022, Caltrain and the City completed the selection of the locally preferred alternative and the next step to secure funding for preliminary engineering and environmental clearance.

Concurrently, Caltrain is working closely with the City as it plans for a future Downtown Transit District that will accommodate transit-oriented, mixed-use development.

San Mateo County Systemwide Benefits

CIP 10-Year Funding Needs: \$44.5M
Total Capital Cost EAC: \$960M
Estimated Timeline: Ongoing to FY2040

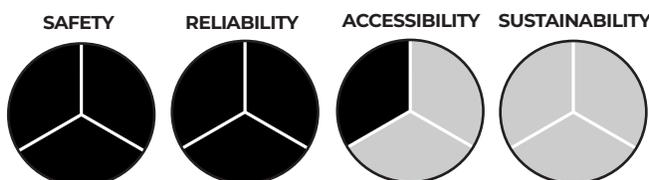


New Signal and Train Control System

Improving Caltrain service requires investment across multiple areas. More frequent and faster service requires systems that allow trains to safely and seamlessly operate closer together by improving the precision of train location and stop detection. The current PTC system would require a significant overhaul to achieve the shorter headways and higher operating speeds needed for the Board-Adopted Moderate Growth Service Vision. Implementing the Program of Interconnected System Technology Projects and the new PADS lays the foundation for a modernized signaling and train control system. New signal and train control systems will provide significant safety and reliability benefits.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$450M
Total Capital Cost EAC: \$500M
Estimated Timeline: FY2026 to FY2036



Deliver the Long-Range Service Vision *Discrete Projects*

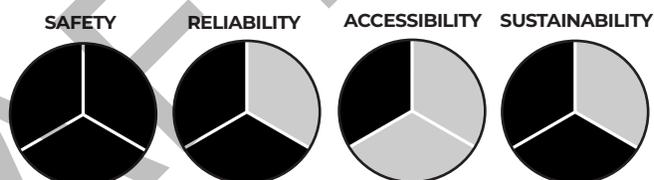


Systemwide Electric Fleet Expansion

This program covers the planning, engineering, and procurement of additional electric trains for fleet expansion to meet the Board-Adopted Moderate Growth Service Vision between San Francisco and San José.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$425M
Total Capital Cost EAC: \$550M
Estimated Timeline: FY2030 to FY2036

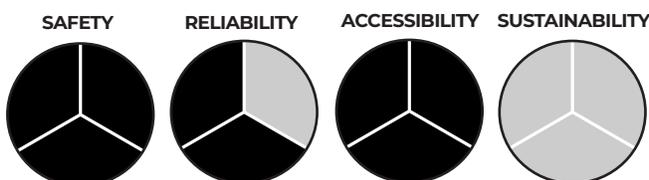


Platform Lengthening Needs Assessment

This project will study the path toward implementing new platforms to accommodate ten-car trains. The Board-Adopted Moderate Growth Service Vision currently calls for longer trainsets, which requires longer platforms at 14 stations: 22nd Street, Millbrae, Burlingame, San Mateo, Hayward Park, Belmont, San Carlos, Redwood City, Menlo Park, California Avenue, San Antonio, Mountain View, Sunnyvale, and College Park.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$125k
Total Capital Cost EAC: \$250k
Estimated Timeline: FY2025 to FY2026



Deliver the Long-Range Service Vision *Discrete Projects*

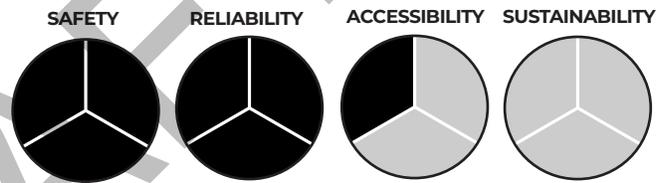


CEMOF Yard Capacity Enhancement

CEMOF accommodates inspections, maintenance, repairs, train washing, and storage and is the “nerve center” of Caltrain. This project will optimize CEMOF to accommodate the storage and maintenance of a more extensive electrified fleet needed for the Board-Adopted Moderate Growth Service Vision. Expanding the yard capacity of CEMOF is a significant improvement to the service performance to enable the operation of additional fleet.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$750M
Total Capital Cost EAC: \$800M
Estimated Timeline: FY2026 to FY2036

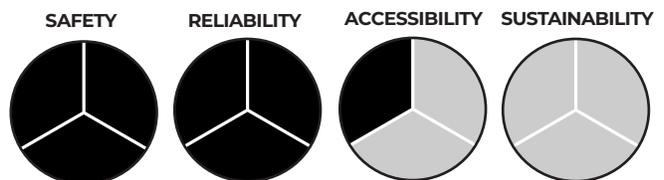


Train Control Crossover Signaling in the Diridon-San José Station Area

This project was identified as part of the minimal investment needed on Caltrain corridor to meet the Moderate Growth Service Level without blended services as part of the systemwide effort of the Business Plan Development. This project aims to redo the entire signal system near the Diridon-San José Station to allow for greater frequency of trains that will serve the station.

Santa Clara County Systemwide Benefits

CIP 10-Year Funding Needs: \$22M
Total Capital Cost EAC: \$22M
Estimated Timeline: FY2026 to FY2031



Mandate, Compliance, and Emergency Projects

Discrete Projects



Electric Fleet for Service to Gilroy (Pilot Project)

This project will develop a hybridized EMUs capable of off-wire operation to be able to run electrified service to Gilroy. It will include the procurement of one BEMU train as a pilot project to test the vehicle prior to purchasing additional trainset. This project will enable the replacement of the remaining diesel fleet, which is approaching end of useful life and will eventually be banned by CARB.

Corridor-wide Local Benefits

CIP 10-Year Funding Needs: \$59M
Total Capital Cost EAC: \$80M
Estimated Timeline: Ongoing to FY2029



Non-Revenue Vehicle Fleet Electrification

Per the Advanced Clean Fleets Regulation, State and local governments require that 50% of current vehicle purchases are zero-emission followed by 100% of vehicle purchases by 2027. This program will assess the needs, plan for, and implement the appropriate infrastructure to charge the non-revenue vehicles at the various Caltrain facilities.

Corridor-wide Systemwide Benefits

CIP 10-Year Funding Needs: \$5M
Total Capital Cost EAC: \$5M
Estimated Timeline: FY2026 to FY2027

Mandate, Compliance, and Emergency Projects

Discrete Projects



MS4 Trash Management

This project will design and implement a full trash capture system required to maintain the MS4 NPDES permit.

Corridor-wide

Systemwide Benefits

CIP 10-Year Funding Needs: \$844k

Total Capital Cost EAC: \$1.7M

Estimated Timeline: Ongoing to FY2027

DRAFT

Partner with Local Communities



Bayview Caltrain Station Location Study and Implementation

This study, led by the San Francisco County Transportation Authority (SFCTA), follows the Southeast Rail Station Study, which explored options for a future Caltrain station in southeastern San Francisco between the existing 4th and King Station and Bayshore Station. The Bayview Caltrain Station Location Study will recommend a single station location to advance towards implementation using focused and prioritized criteria shaped by community input and will lay out a roadmap for final design, environmental clearance, and implementation.

San Francisco County
Local Jurisdiction: SFCTA



Pennsylvania Avenue Extension (PAX)

This project includes grade separation improvements at Mission Bay Drive and 16th Street (at 7th) and could include the reconstruction and relocation of the Caltrain 22nd Street Station and connection to The Portal. The project would place Caltrain underground, thus allowing transit, pedestrian, bicycle, and vehicular traffic to flow uninterrupted and improve safety for all road users.

San Francisco County
Local Jurisdiction: City and County of San Francisco



San Mateo Parking Track Replacement (Part of 25th Avenue Grade Separation)

This project supports the construction of a set-out-track to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Avenue Grade Separation Project. Electrification of this parking track is a Caltrain-led project that is included in the Enhance Service and Customer Experience Strategic Initiative.

San Mateo County
Local Jurisdiction: City of San Mateo

Partner with Local Communities



Middle Avenue Bicycle and Pedestrian Undercrossing

This project will add a new bicycle and pedestrian undercrossing at Middle Avenue in the City of Menlo Park. The undercrossing will improve safety and connectivity in the area around Middle Avenue in Menlo Park and serve the newly completed Stanford development, which is adjacent to Middle Avenue, as well as a middle school in the area.

San Mateo County

Local Jurisdiction: City of Menlo Park



Broadway Burlingame Grade Separation

This project will grade separate the at grade crossing on Broadway Street in the City of Burlingame by elevating the rail over the existing roadway, which will decrease the likelihood of collisions or other delays. The elevated rail alignment will require the reconstruction of the Caltrain Broadway Station and will remove the operational requirement of the hold-out rule.

San Mateo County

Local Jurisdiction: City of Burlingame



South Linden Avenue and Scott Street Grade Separation

This project will grade separate the at grade crossings at South Linden Avenue in South San Francisco and at Scott Street in San Bruno. These separations will reduce anticipated traffic congestion and reduce the need for a train horn. At South Linden Avenue, the railroad will be elevated and the roadway partially depressed. At Scott Street, vehicular access will be closed while a bicycle and pedestrian grade separated crossing will be built.

San Mateo County

Local Jurisdiction: Cities of South San Francisco and San Bruno

Partner with Local Communities



Menlo Park Grade Separation

This project will grade separate three at grade crossings at Ravenswood Avenue, Oak Grove Avenue, and Glenwood Avenue in Menlo Park, increasing service efficiency and safety for Caltrain and the community. The project includes the partial elevation of the rail tracks at these three crossings, wherein vehicular traffic would be partially lowered. Encinal Avenue would remain at grade. The project also includes modifications to the Caltrain Menlo Park Station.

San Mateo County

Local Jurisdiction: City of Menlo Park



North Fair Oaks Bicycle and Pedestrian Railroad Crossing

This project will add a new pedestrian and bicycle crossing in the unincorporated community of North Fair Oaks in San Mateo County, in a MTC equity priority area, improving cross-corridor connectivity and safety for active transportation users.

San Mateo County

Local Jurisdiction: County of San Mateo



Ravenswood Avenue and Oak Grove Avenue Grade Crossing Improvements

This project will implement safety improvements at two at grade crossings located on Ravenswood Avenue and Oak Grove Avenue in Menlo Park, which were identified as specific areas for improvement in the *Menlo Park / Palo Alto Quiet Zone Implementation Study*. Improvements will include the installation of four-quadrant gates at the two crossings, as well as the installation of exit gates, curb and sidewalk adjustments, and the replacement of the existing combined vehicle and pedestrian entrance gates.

San Mateo County

Local Jurisdiction: City of Menlo Park

Partner with Local Communities



Encinal Avenue Grade Crossing Improvements

This project will implement safety improvements at one at grade crossing located on Encinal Avenue in Menlo Park, which was identified as a specific area for improvement in the *Menlo Park / Palo Alto Quiet Zone Implementation Study*. Improvements may include the installation of four-quadrant gates, curb and sidewalk adjustments, and the replacement of the existing combined vehicle and pedestrian entrance gates.

San Mateo County

Local Jurisdiction: City of Menlo Park



Glenwood Avenue Grade Crossing Improvements

This project will implement safety improvements at one at grade crossing located on Glenwood Avenue in Menlo Park, which was identified as a specific area for improvement in the *Menlo Park / Palo Alto Quiet Zone Implementation Study*. Improvements may include the installation of four-quadrant gates, curb and sidewalk adjustments, and the replacement of the existing combined vehicle and pedestrian entrance gates.

San Mateo County

Local Jurisdiction: City of Menlo Park



San Mateo Grade Separation Project

This program consists of six grade separations in downtown San Mateo: 1st, 2nd, E. 3rd, E. 4th, E. 5th, and 9th Avenues. Reducing the number of at grade crossings will enhance the system's ability to execute timely, collision-free service in preparation for Caltrain's Enhanced Service Growth Scenario.

San Mateo County

Local Jurisdiction: City of San Mateo

Partner with Local Communities



Mountain View Transit Center Grade Separation

This project includes two components: (1) the closure of the at grade vehicular crossing at Castro Street and (2) the construction of a pedestrian/bicycle underpass and the redesign of the Mountain View Station Transit Center. The project aims at improving safety for all users, improving overall traffic flow, reducing traffic delays caused by gate down times, and supporting the pedestrianization of downtown Mountain View including the Transit Center and Castro Street, while also improving service efficiency and safety for Caltrain passengers.

Santa Clara County

Local Jurisdiction: City of Mountain View



Rengstorff Avenue Grade Separation

This project will grade separate the at-grade crossing at Rengstorff Avenue in the City of Mountain View to enhance Caltrain's operational safety while improving traffic flow and pedestrian safety. The city selected its locally preferred alternative, which was a Complete Street Concept that includes a Rengstorff Avenue underpass and the construction of a new elevated pedestrian walkway parallel to the Caltrain tracks connecting Crisanto Avenue to the commercial area east of Rengstorff Avenue. The grade separation will require lowering Rengstorff Avenue and connecting roadways, including Central Expressway.

Santa Clara County

Local Jurisdiction: City of Mountain View



Bernardo Avenue Bicycle and Pedestrian Undercrossing

This project will add a new bicycle and pedestrian undercrossing at Bernardo Avenue, on the border of the City of Sunnyvale and the City of Mountain View. The proposed undercrossing will provide key access across/under the railroad as well as Central Expressway.

Santa Clara County

Local Jurisdictions: Cities of Sunnyvale and Mountain View

Partner with Local Communities



Connecting Palo Alto

This project will grade separate three at grade crossings at Churchill Avenue, Meadow Drive, and Charleston Road in Palo Alto. The project is intended to address traffic congestion and remediate any consequences for when Caltrain begins offering electrified trains at greater frequencies.

Santa Clara County

Local Jurisdiction: City of Palo Alto



Mary Avenue Grade Separation

This project will grade separate the at grade crossing at Mary Avenue in Sunnyvale. The city selected the project alternative known as the *Mary Avenue Underpass with Jughandle* option for this grade separation. The road will be lowered to go under the tracks. This option decreases the number of points that bicyclists and pedestrians would need to cross vehicle lanes.

Santa Clara County

Local Jurisdiction: City of Sunnyvale



Sunnyvale Avenue Bicycle and Pedestrian Undercrossing

This project will transform the at grade crossing at Sunnyvale Avenue in Sunnyvale into a bicycle and pedestrian undercrossing to reduce the pedestrian and bicycle collisions with trains. This consists of improvements along Sunnyvale, Evelyn, Hendy Avenues. The segment of Sunnyvale Avenue between Hendy and Evelyn Avenues will be closed to vehicular traffic and converted to a pedestrian and bicycle undercrossing.

Santa Clara County

Local Jurisdiction: City of Sunnyvale

Partner with Local Communities



Palo Alto Avenue Grade Crossing Improvements

This project will implement safety improvements at one at grade crossing located on Palo Alto Avenue (Alma Street) in Palo Alto, which was identified as a specific area for improvement in the *Menlo Park / Palo Alto Quiet Zone Implementation Study*. Improvements may include upgrading and lengthening the medians along Alma Street.

Santa Clara County

Local Jurisdiction: City of Palo Alto



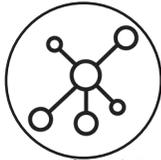
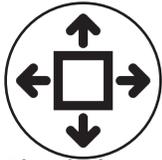
Southern San José Grade Separation

This project will grade separate three at grade crossings at Skyway Drive, Branham Lane, and Chynoweth Avenue in the City of San José. All three crossings, on Union Pacific track, are adjacent to intersections with Monterey Road, a high-fatality corridor, with over 33,000 vehicles daily, and have a recent history of fatality and injury crashes. This project will be built concurrently with the HSR Project through the project area.

Santa Clara County

Local Jurisdiction: City of San José

Contribute to the Region's Economic Vitality

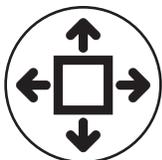


HSR Blended Service

Blended service with HSR throughout much of the Caltrain corridor. HSR will share Caltrain's tracks with stops in San Francisco, Millbrae, San José, and Gilroy. The San Francisco to San José Project Section includes improvement to the Caltrain corridor to allow for increased train speeds. The San José to Merced Project Section includes the electrification of the UP corridor between San José and Gilroy, which will allow for the extension of Caltrain electrified service throughout the entire Caltrain corridor

Corridor-wide

Lead Agency: CAHSR Authority



DTX/The Portal – Caltrain Extension to Downtown Salesforce Transit Center

The Portal (also known as the DTX project) will move Caltrain from its current northern terminal at 4th and King Streets to a new terminal at the Salesforce Transit Center in Downtown San Francisco. The Portal project is also planned to be compatible with HSR and the potential future rail expansion across the Bay as part of the Link 21 Program.

San Francisco County

Lead Agency: TJPA



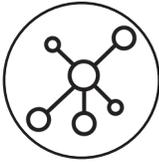
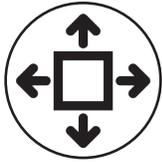
San Francisco Railyards Redevelopment

The redevelopment of the San Francisco Railyards site into a regional transit center will include a new rail station, housing, offices, and public spaces. The redevelopment will accommodate increased Caltrain service, future Caltrain and HSR operations, generate additional ridership, and support connections to HSR, the Portal, SFMTA Central Subway, and other SFMTA transit lines.

San Francisco County

Lead Agencies: Prologis and City of San Francisco

Contribute to the Region's Economic Vitality



Link 21 Program

Link21 (formerly known as the New Transbay Rail Crossing) is a Northern California Megaregional Program sponsored by BART and the CCJPA to transform the passenger rail network serving the 21-county Northern California Megaregion (Megaregion). Link21 is a program of projects that will build on the existing BART and Regional Rail systems and include a new passenger rail crossing under the Bay between Oakland and San Francisco that will connect to the Salesforce Transit Center. The Crossing Program will increase capacity and bring new passenger rail connections and services to the Megaregion.

San Francisco County

Lead Agencies: BART and Capital Corridor



Dumbarton Rail Corridor Coordination

The Dumbarton Rail Corridor Program would provide a new mass transit system between the San Francisco Peninsula and the East Bay, connecting the Caltrain Redwood City Station to the BART Union City Station. The program would primarily use an existing railroad right-of-way and bridge owned by SamTrans. The alignments under study could support one of several potential electric transit technologies, including commuter rail, light rail, and other mass transit technologies. SamTrans is currently studying early opportunities to activate the corridor with transportation improvements that will serve the community which could include phasing improvements starting with activation of the Peninsula side.

San Mateo County

Lead Agency: SamTrans



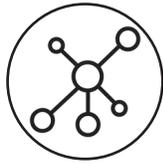
Diridon-San José Station - Project Implementation

The Diridon-San José Station is an historic station and poised to become one of the busiest intermodal stations in North America with the planned addition of BART to Silicon Valley Phase 2 connecting to the East Bay, HSR service, and improved intercity passenger rail to the San Joaquin Valley (ACE) and to Sacramento (Amtrak Capitol Corridor). Additionally, the San José Airport Connector Project will provide a grade separated transit connection from San José Mineta International Airport to Diridon-San José Station. To best accommodate such planned activity and future capacity needs, the Station must be reconfigured to connect all transit services most effectively with each other and with the surrounding urban environment.

Santa Clara County

Lead Agencies: Caltrain, MTC, VTA, HSR, and City of San José

Contribute to the Region's Economic Vitality



BART to Silicon Valley Phase II

The BART Silicon Valley Phase II Extension Project is a six-mile, four-station extension of BART service from the recently opened Berryessa/North San José Station, built as part of VTA's BART Phase I, through downtown San José to the City of Santa Clara. The Phase II Project will allow connections at Diridon-San José Station and Santa Clara stations between BART and Caltrain.

Santa Clara County

Lead Agencies: BART and VTA

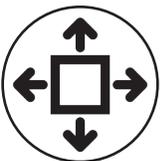


San José Airport Connector

This project develops a grade separated transit connection from San José Mineta International Airport to Diridon-San José Station.

Santa Clara County

Lead Agency: City of San José

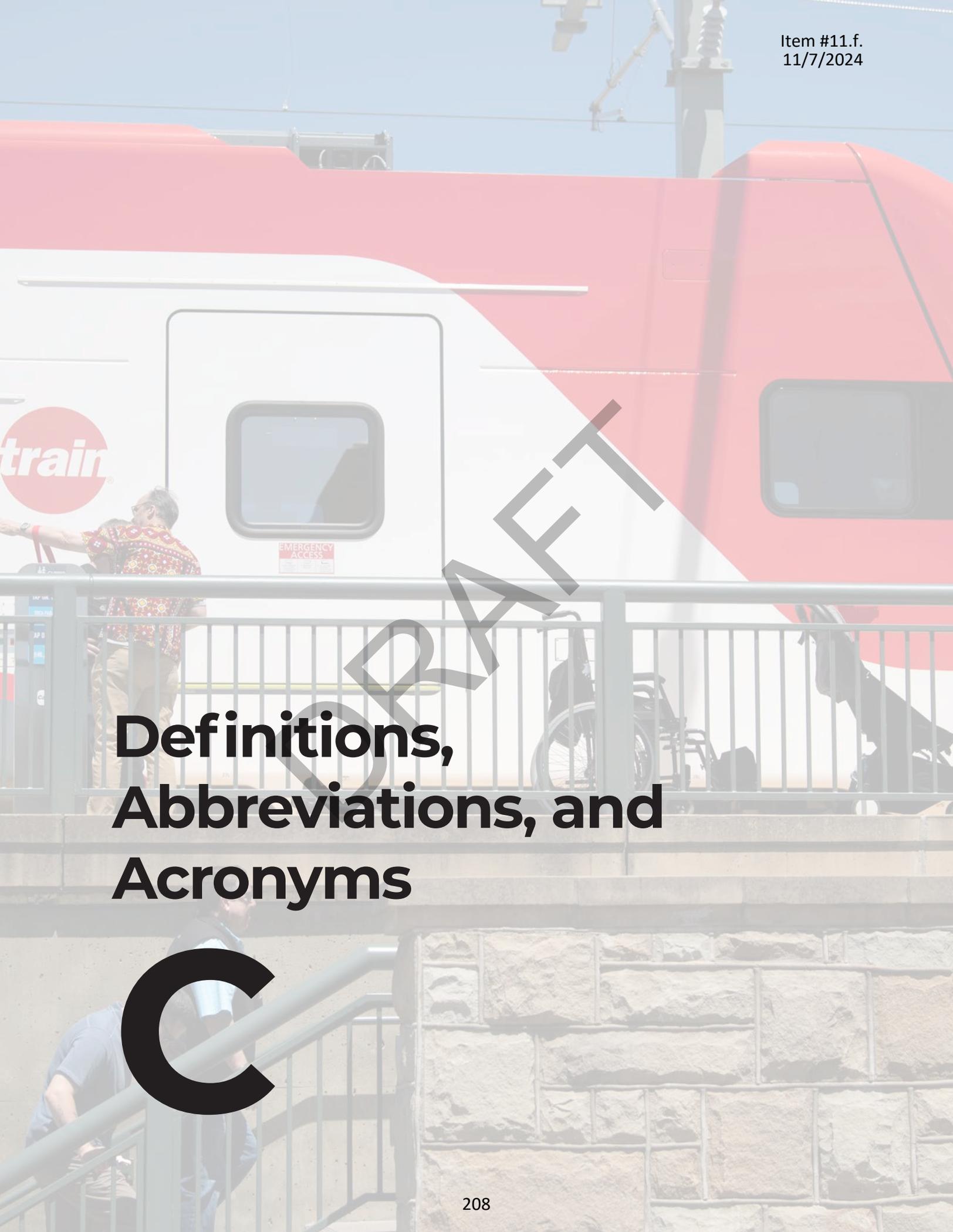


Monterey County Extension

The Monterey County Extension Program extends passenger rail from Gilroy Station to Salinas through a phased implementation. The project include the newly completed Salinas Intermodal Center, and the future Salinas layover facility and track improvement at Gilroy Station.

Corridor-wide

Lead Agencies: TAMC, City of Gilroy, and VTA



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Definitions, Abbreviations, and Acronyms

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Definitions

Asset	Any equipment, rolling stock, infrastructure, and facility for use in public transportation, owned or leased by Caltrain/the JPB. Caltrain groups assets into five categories: (1) Infrastructure, (2) Facilities, (3) Systems, (4) Stations, (5) Vehicles.
At-Grade Crossing	Intersections where a roadway crosses a railroad on the same level.
Board-Adopted Long-Range Service Vision	Caltrain’s Board-Adopted Moderate Growth Service Vision of eight trains per hour per direction in the peak period.
Capital Program	A projected, multi-year plan and schedule for multiple capital projects.
Capital Project	A long-term, capital-intensive investment to build upon, add to, or improve a capital asset.
Discrete Project	A single project with an identified initiation and completion date; may span over multiple fiscal years.
Grade Separation	A structure that separates vehicle and/or pedestrian and bicycle roadway from the railroad tracks.
Main Line	The corridor of track that is used for through trains and is the principal artery of the system from which branch lines, yards, sidings, and spurs are connected. Per the Joint Powers Agreement, main line service refer to San Francisco 4th and King Station to Tamien Station.
Prioritization Framework	The tool for evaluating and ranking Caltrain’s portfolio of capital projects and programs.
Project/Program Category	Grouping of capital projects and programs that highlight the main purpose of the capital investments: <ul style="list-style-type: none"> • Provide a Safe and Secure Railroad • Maintain Core Services • Enhance Service and Customer Experience • Deliver the Long-Range Service Vision • Mandate, Compliance, and Emergency Projects • Partner with Local Communities • Contribute to the Region’s Economic Vitality
Project/Program Delivery Status	Identifies whether the project or program has been initiated and whether the project or program is a recurring or discrete need.
Project/Program Milestones	Major phases of the project delivery process: Planning/Project Initiation, Design, Construction, and Close-out.
Project/Program Sponsor	The agency that funds and leads the project, which is either Caltrain, an External agency, or Shared by Caltrain and other agencies.

Recurring Program	A program that repeats annually or on a regular basis and requires ongoing funding.
Rolling Program	Caltrain’s constrained portfolio of capital projects and programs for the first four years.
Strategic Initiatives	<p>Grouping of capital projects and programs that highlight the main purpose of the capital investments:</p> <ul style="list-style-type: none"> • Provide a Safe and Secure Railroad • Maintain Core Services • Enhance Service and Customer Experience • Deliver the Long-Range Service Vision • Mandate, Compliance, and Emergency Projects • Partner with Local Communities • Contribute to the Region’s Economic Vitality
Systemwide Benefit	<p>A systemwide capital project is defined as a project critical to deliver Caltrain’s main line service or that provides benefits to all customers, regardless of the project’s location. Projects that qualify as “systemwide” include:</p> <p><u>Category 1:</u> SOGR projects that replace or rehabilitate an asset at the end of its useful life, have low redundancy, or have reached technical obsolescence, and that are critical to running or maintaining Caltrain passenger service safely. If that asset fails, it impacts Caltrain’s ability to operate its main line service.</p> <p><u>Category 2:</u> Recurring capital programs that enable Caltrain to take proactive measures to run its passenger service safely and avoid asset failures that would disrupt Caltrain’s service.</p> <p><u>Category 3:</u> Recurring planning programs that enable Caltrain to deliver its service and develop the roadmap of capital investments.</p> <p><u>Category 4:</u> Capital projects or programs that have been identified in a planning study that covers the entire main line corridor and that provide benefits to Caltrain’s main line Service in terms of:</p> <ul style="list-style-type: none"> • Safety and security • Reliability • Customer experience • Performance <p><u>Category 5:</u> Projects that are mandates required by a regional, state, or federal regulatory agencies.</p>

Abbreviations and Acronyms

ACE	Altamont Corridor Express
ADA	Americans with Disabilities Act
AWS	Amazon Web Services
BART	Bay Area Rapid Transit
BEMU	Battery-equipped Electric Multiple Unit
BOS	Back Office System
CARB	California Air Resources Board
CCTV	Closed-Circuit Television
CEMOF	Central Equipment Maintenance and Operations Facility
CIP	Capital Improvement Plan
COTS	Clean, Oil, Test, and Stencil inspections
CP	Control Point
CPTED	Crime Prevention Through Environmental Design
DTX/The Portal	Downtown Rail Extension
EAC	Estimate at Completion
EAM	Enterprise Asset Management
EMU	Electric Multiple Unit
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse gas
GIS	Geographic Information Software
GPS	Global Positioning System
GTFS	General Transit Feed Specification
HSR	California High-Speed Rail
JPB	Peninsula Corridor Joint Powers Board
k	Thousand
LCD	Liquid Crystal Display
M	Million
MOW	Maintenance of Way
MPCC	Menlo Park Control Center
MS4	Municipal Separate Storm Sewer System
MT	Main Track
MTC	Metropolitan Transportation Commission

MTC511	Source for Bay Area traffic, transit, carpool, vanpool and bicycling information.
NPDES	National Pollutant Discharge Elimination System
O&M	Operations and Maintenance
OCS	Overhead Contact System
PA	Public Address
PADS	Predictive Arrival/Departure System
PAX	Pennsylvania Avenue Extension
PCEP	Peninsula Corridor Electrification Project
PTC	Positive Train Control
RCUP	Rail Corridor Use Policy
RFP	Request for Proposal
ROCS	Rail Operations Control System
RWP	Roadway Worker Protection
SBHRS	South Bay Historical Railroad Society
SCADA	Supervisory Control And Data Acquisition
SFCTA	San Francisco County Transportation Authority
SFMTA	San Francisco Municipal Transportation Authority
SFPUC	San Francisco Public Utilities Commission
SF Railyards	San Francisco Railyards
SJCC	San José Control Center
SMCTA	The San Mateo County Transit District
SOGR	State of Good Repair
SSF	South San Francisco
SSPP	System Safety Program Plan
TAs	Transportation Authorities from San Francisco, San Mateo, and Santa Clara Counties
TAM	Transit Asset Management
TBD	To be Determined
TES	Traction Electrification System
TJPA	Transbay Joint Powers Authority
TOD	Transit Oriented Development
TPS	Traction Power Substation
TVM	Ticket Vending Machine
UPRR	Union Pacific Railroad
UPS	Uninterruptible Power Supply
VHF	Very High Frequency
VMS	Visual Message System
VTA	The Santa Clara Valley Transportation Authority

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**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Mike Meader, Caltrain Chief Safety Officer Tabby Davenport, Director Safety and Security
Subject: **Authorize an Amendment to the Contract with Allied Universal for Security Guard Services to Extend the Term by 18 Months and Increase the Contract Amount by \$1,977,976**

- Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) authorize an amendment to the current security services contract with Allied Universal to extend the term for a period of 18 months, provide for additional levels of contracted security and reflect increased wage and benefit burdens, and increase the contract amount by \$1,977,976, for a new total not-to-exceed contract amount of \$9,477,976.

Discussion

The proposed contract amendment would ensure continuity of security services for the Peninsula Corridor Joint Powers Board (JPB) at both its existing and new headquarters facilities, as well as at other significant sites during a critical transition period for the railroad.

The recommendation to extend the contract by 18 months is based on factors including:

- A headquarters move: The proposed extension would help ensure there is no disruption or gap in security coverage during the JPB’s headquarters move regardless of location, which is likely to involve phased relocation efforts.
- The JPB’s need for flexibility: The extended contract period would provide flexibility for the JPB to adapt to changing needs, particularly leading up to and immediately following its anticipated headquarters relocation.
- A potential need to protect assets at the current headquarters: Even after the JPB substantially vacates the current headquarters, the facility may continue to house valuable JPB equipment and sensitive information. These assets must be protected until they are removed from the site and/or a long-term plan for the site is implemented.
- The need to adjust the Scope of Service for the next contract: The proposed extension would provide the JPB with ample time to understand the scope of security services needed under the next security services contract, as well as time to prepare associated

solicitation documents for the next contract. The scope will depend substantially on the location of, and security services otherwise provided at, its future headquarters and Security Operations Center.

As part of the proposed amendment, and at the request of the Caltrain Chief Safety Officer, Allied Universal has agreed to add security resources for the midnight shift (11:00 pm – 7:00 am, daily) at San Francisco Station (located at 4th Street and King Street) to enhance our ability to protect the new electrified rail equipment.

The proposed amendment also provides for rate increases during the extended contract term due to higher employment costs for Allied Universal. From 2019 to 2022, Allied Universal charged the JPB a flat rate with no adjustments for rising payroll, medical cost, vacation, and tax-related expenses associated with personnel assigned to the JPB contract. The proposed new rates reflect increased costs related to contract performance.

Budget Impact

Funds for the requested contract extension are included in the JPB's Fiscal Year 2025 Operating Budget and will be included in future year operating budgets.

Background

On November 2, 2017, the JPB awarded a contract to Allied Universal to provide unarmed security services for a five-year term, with one two-year option, for a not-to-exceed amount of \$5 million. The JPB exercised the option term at the end of the base term, thereby increasing the contract amount to a not-to-exceed amount of \$7.5 million.

The San Mateo County Transit District (District) holds a separate contract with Allied Universal for unarmed security guard services. The District will consider a complementary action on November 6, 2024, to amend and extend its contract for similar reasons as those set forth above, but specific to the District. As the District's contract with Allied Universal covers the current headquarters facility utilized by both agencies, a portion of costs for services under the District's contract are shared between the District, the JPB and the other agencies supported in the building.

Prepared By: Scott Kirkpatrick Deputy Director, Safety & Security 650-622-8045

Resolution No. 2024-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Authorizing an Amendment to the Contract with Allied Universal Security Services for Security Services to Extend the Term by 18 Months and Increase the Contract Amount by \$1,977,976

Whereas, pursuant to Resolution No. 2017-57, the Board of Directors (Board) for the Peninsula Corridor Joint Powers Board (JPB) awarded a Contract to Allied Universal Security Services (Allied Universal) for unarmed security guard services; and

Whereas, the Board awarded the Contract for \$5,000,000 over a five-year base term with one two-year option for a not-to-exceed amount of \$2,500,000; and

Whereas, the JPB now desires to extend the services for an additional 18 months in order to maintain security coverage during the JPB's potential move into a new headquarters building and establishment of a new Security Operations Center, while providing security at the current headquarters building and allowing for additional time to solicit a new security guard services contract; and

Whereas, the JPB further desires for Allied Universal to provide additional security guard coverage at San Francisco Station to assist with patrols of the San Francisco Caltrain yard; and

Whereas, staff recommends that the Board authorize an amendment to increase the Contract amount by \$1,977,976 to provide for an additional 18 months of security guard services, for a new total Contract amount of \$9,477,976.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to execute an amendment Contract Number 18-J-S-007, Security Guard Services, to extend the contract by 18 months and increase the Contract amount by \$1,977,976 for a new not-to-exceed total of \$9,477,976, in a form acceptable to Legal Counsel; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to take further actions as may be necessary to give effect to this Resolution.

Regularly passed and adopted this 7th day of November, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

Acting JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning
Subject: **Receive Railyards Preliminary Business Case Update and Authorize Execution of Caltrain/Prologis Cooperation Agreement**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

In July 2019, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) executed a Memorandum of Understanding (MOU) with Prologis 4th & King, LLC (Prologis) to jointly fund the preparation of a Preliminary Business Case (PBC) for the 4th & King Railyards (SF Railyards). The MOU allocates responsibilities for the completion of the PBC and requires Prologis to reimburse Caltrain for the technical work required for preparation of the PBC.

Upon the completion of the PBC, Caltrain and Prologis will have met their obligations under the original MOU. Caltrain and Prologis require a new agreement to scope and fund additional technical work to advance the SF Railyards project. The new agreement (Cooperation Agreement) outlines the scope of the post-PBC technical work to be completed over 18 months at a cost of approximately \$2,714,260, jointly supported by Caltrain, Prologis and potentially the San Francisco County Transportation Authority. The Cooperation Agreement is intended to be valid until Caltrain and Prologis sign a real estate agreement.

For these reasons, staff recommends that the Board of Directors (Board) of the JPB:

1. Authorize the Executive Director, or designee, to execute the Cooperation Agreement with Prologis; and
2. Authorize the Executive Director, or designee, to file any required documentation and to take any additional actions necessary to give effect to deliver this action; and
3. Amend the Caltrain Fiscal Year 2025 Capital Budget to authorize the receipt of \$1,555,000 in reimbursement from Prologis as partial reimbursement for the costs of conducting the post-PBC technical work, as outlined in the Cooperation Agreement.

Discussion

On May 24 and November 29, 2023, and February 28, 2024, the Committee received updates on the status of the SF Railyards PBC. Below is a summary of key information provided in those updates:

- The PBC analyzed multiple potential configurations of the SF Railyards site and evaluated the trade-offs, impacts, and value/benefit of options against the project's goals and objectives, aiming to meet Caltrain's long-term operational needs while supporting feasible mixed-use development opportunities.
- Prologis has presented an opportunity to bring housing, jobs, activation, and an improved passenger experience to the 4th & King Site through a robust Transit-Oriented Development (TOD). In 2021, Caltrain partnered with Prologis to initiate the PBC to evaluate the feasibility and measure the performance of options that could facilitate rail operations while enabling development.
- The PBC analysis began with understanding Caltrain's core operating needs, which were used to create future operating scenarios that meet those needs and provide potential development area for Prologis.
- The PBC team has undertaken extensive technical work to evaluate options and test new configurations to carry Caltrain's service into the future, while looking for ways to facilitate development. Staff has also focused on how the scenarios being considered interface with other projects planned at the site (The Portal, Pennsylvania Avenue Extension grade separation project (PAX), High Speed Rail).
- The PBC team has developed several alternative yard configurations (scenarios), each of which conceptualizes a combination of rail facility improvements and mixed-use development.
- The PBC process recommends configurations that acknowledge the progress of The Portal (or DTX, the Downtown Extension) project is paramount and wholly impacts the design of the Railyards.
- Each scenario includes modernized Caltrain facilities and the ability to deliver the Board's Adopted Service Vision, while providing development opportunities at the site.
- Caltrain staff are coordinating closely with The Portal team to develop recommendations that minimize and consolidate disruption on the site and ensure that infrastructure expenditures at 4th & King are targeted to best benefit Caltrain's long-term needs.

The team has advanced additional technical work intended to measure each scenario against a set of performance criteria, and to compare the relative benefits and tradeoffs of each possible future scenario against two baseline conditions.

In this briefing, Caltrain and Prologis staff will review the results, outline potential next steps for advancing the SF Railyards project, and provide an overview of the draft Cooperation Agreement between Caltrain and Prologis.

Budget Impact

The SF Railyards Cooperation Agreement project budget is \$2,714,260, with \$1,555,000 to be funded by Prologis, and \$424,260 to be funded by Caltrain. Caltrain is seeking Prop L funds to cover additional technical work (application pending). Once Caltrain identifies the source of funding for Caltrain's contribution towards the Project, we will return to the Board to seek authority to amend the Capital Budget to add this amount, if necessary.

Prepared By: Dahlia Chazan

Chief, Planning

Phone: 650-730-6115

Resolution No. 2024-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Authorizing Execution of Cooperation Agreement with Prologis 4th & King, LLC,
in Connection with Funding of Additional Technical Analysis for Development
of the 4th & King Railyards**

Whereas, the Peninsula Corridor Joint Powers Board (JPB) and Prologis 4th & King, LLC (Prologis) executed a Memorandum of Understanding (MOU) on July 19, 2021, subsequently amended on August 3, 2023, and again on September 3, 2024, to allocate responsibilities for conducting and funding a Preliminary Business Case (PBC) for the 4th and King Railyards property owned by Prologis; and

Whereas, JPB and Prologis have worked collaboratively and diligently to advance the PBC and have nearly completed their respective responsibilities consistent with the intent of the MOU; and

Whereas, JPB and Prologis, through the PBC, have identified a feasible Phase 1 and multiple Phase 2 rail improvement and commercial development scenarios; and

Whereas, JPB and Prologis agree that additional analysis is required to refine the Phase 1 and Phase 2 scenario concepts, conduct operations modelling, estimate costs and assess financial feasibility; and

Whereas, JPB and Prologis wish to execute the Cooperation Agreement to define the relationship between Caltrain and Prologis to advance the additional work, and to describe the

scope of the additional work, and to commit Prologis resources in the amount of \$1,555,000 to partially reimburse Caltrain's costs for that work;

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director or designee to execute the Cooperation Agreement with Prologis 4th & King, LLC; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the amendment of Caltrain's Capital Budget to reflect the receipt of \$1,555,000 from Prologis, pursuant to the Cooperation Agreement; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 7th day of November, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

Acting JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Marian Lee, Diridon Station Project Director
Subject: **Authorize Execution of a Cooperative Agreement with Diridon Partner Agencies to Establish Interim Project Organization Structure**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff is seeking Board approval to enter into a Cooperative Agreement with four project Partner Agencies. The Cooperative Agreement will formalize the commitments and actions needed by the Partner Agencies to set up the Interim Integrated Project Team.

Discussion

Background

The Partner Agencies are working together on the Diridon Station Redevelopment Project. The station currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA light rail transit (LRT) and bus services. Diridon must also accommodate planned and expanded services in the region, including new California High-Speed Rail (CAHSR) and Bay Area Rapid Transit (BART) service, as well as expanded service for Caltrain, Capitol Corridor, and ACE. To effectively accommodate planned activity and future service needs, the station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.

The Partner Agencies are developing detailed station design alternatives through a Business Case process to better understand costs, benefits, risks, and potential implementation strategies. The first phase of the Business Case is now complete and has identified two station design alternatives which are being discussed with the community at-large. The project is in Phase 2, and the Partner Agencies are working with the community to identify a recommended alternative that will be carried forward for environmental analysis.

In parallel with the station design efforts noted above, the partner agencies have been discussing the need to form a new governance structure and organization that will set the project on course to delivery. The partners have acknowledged that for a project of this magnitude, a dedicated entity is needed. A recommendation has been developed to pursue a Transit District/Transit Commission governance model, in the form of a Construction Authority.

This type of governance model can create a focused entity for a finite period during the station design and construction phase with clear purpose and accountability. Formation of the Authority would require legislative action, which would confirm the powers, scope, and other critical parameters of the Authority.

Interim Cooperative Agreement

While pursuing the creation of a long-term governance organization which will take time, the partner agencies have identified a need to make immediate improvements to the current project organization. The five-agency team coordinates and cooperates as formalized in the existing Cooperative Agreement but there is no official accountability structure. The purpose of the proposed new Cooperative Agreement is to create some level of accountability to assist with more aggressively advancing the on-going planning and environmental efforts. This agreement would be replaced once a dedicated new governance organization is established.

The agreement will formalize the following key commitments and actions to set up the Diridon Station Interim Integrated Project Team:

- Evolve the advisory JPAB into a voting Steering Committee
- *Grant Steering Committee final decision-making authority over critical project matters, including the selection of Project Director*
- *Designate Caltrain as the Lead Agency for the Project Director*
- *Define a comprehensive escalating dispute resolution process*
- Identify areas of responsibility for each partner agency
- Structure the team with appropriate levels of staff and subject matter consultants to enable thorough deliberation, quality work products, and efficient resolution
- Set up San José downtown integrated team project office

The italicized commitments were added by the PCJPB (October 3, 2024), San Jose City Council (October 8, 2024) and VTA board (October 3, 2024) by action with unanimous approvals. The attached memo is the direction provided at the PCJPB meeting and outlines clearly the intent behind the additions. See Attachment A. The City of San Jose and VTA received the same direction at their respective meetings.

Staff recommends the Board authorize the Executive Director or designee to enter into the Cooperative Agreement with the Partner Agencies to formalize the Interim Integrated Project Team. See resolution and Cooperative Agreement. Agreement approvals and signatures from the Partner Agencies will be obtained over the next few months. Activation of the Steering Committee will occur this winter to account for transitions and appointments related to election outcomes.

Budget Impact

There is no direct budget impact associated with this action.

Prepared By: Marian Lee

Diridon Project Director

650-619-1905

Resolution No. 2024-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Authorizing Execution of Cooperative Agreement between Peninsula Corridor
Joint Powers Board, City of San José, Santa Clara Valley Transportation
Authority, California High Speed Rail Authority, and Metropolitan
Transportation Commission on the Pre-Environmental and Environmental
Phases of the Diridon Station Redevelopment Project**

Whereas, the Peninsula Corridor Joint Powers Board (JPB), the City of San José, the Santa Clara Valley Transportation Authority, the California High Speed Rail Authority, and the Metropolitan Transportation Commission (collectively, the Parties) are signatories to an existing Cooperative Agreement that commit the agencies to pursue the Diridon Station Redevelopment Project (Project);

Whereas, the parties currently participate on the Diridon Station Joint Policy Advisory Board with the San Francisco Bay Area Rapid Transit and Ex-Officio Member Rod Diridon to advance the Diridon Station Redevelopment Project (Project);

Whereas, the Parties wish to execute a new Cooperative Agreement to define the Project's scope; establish an accountability framework; complete project-level environmental review for the Project under the National Environmental Policy Act and the California Environmental Quality Act; decide on the long-term governance organization for the Project; advocate and obtain necessary funding to advance the Project; and assign staff and consultants to the Project;

Whereas, the Parties agree that the existing Diridon Station Joint Policy Advisory Board shall be restructured into the Diridon Station Steering Committee (Steering Committee) under the new Cooperative Agreement;

Whereas, earlier this year, JPB, the City of San José, and the Santa Clara Valley Transportation Authority sought amendments to a draft version of the new Cooperative Agreement to improve governance, ensure accountability, and establish a clear process for dispute resolution for the Project; and

Whereas, the new Cooperative Agreement now designates JPB as the lead agency for the Project Director (to be hired), establishes a comprehensive and escalating dispute resolution process, and grants the Steering Committee final decision-making authority over critical project matters, including the selection of the Project Director.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director or designee to execute the new Cooperative Agreement between the Parties; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 7th day of November, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

Acting JPB Secretary



October 11, 2024

TO: Board of Directors, Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel, and Alchemy Graham, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – November 2024**

General Update

September 30 marked final day for the Governor to act on bills sent to him in the second year of the 2023-24 Legislative Session. Of the hundreds of bills passed by the Legislature in the final weeks of session, the Governor signed 1,017 bills and vetoed 189 bills, equating to a 15.7% veto rate. Of the total bills signed, 668 were Assembly bills and 349 were Senate bills.

The Assembly, at Governor Newsom's request, convened an extraordinary session to further explore proposals for reducing the cost of fuel in California, including the Governor's proposal, captured in [ABX2-1 \(Aguiar-Curry and Hart\)](#), to give authority to the California Energy Commission to potentially require California refineries hold fuel in reserve to mitigate for cost increases due to refinery maintenance shutdowns. The Assembly has held two committee hearings and passed the bill off the Assembly Floor on October 1. At the time of this drafting, the bill passed the Senate policy committee and the Senate Floor and will head back to the Assembly for a final floor vote before being submitted to the Governor.

As we noted in your last report, the Legislature will convene for the 2025-26 Legislative Session on December 2. We expect 34 new legislators in the Senate and Assembly when the Legislature reconvenes. They will meet for one day and we should see bills begin to be introduced, before adjourning for the remainder of the year. They will reconvene to begin the real work of the first year of the session in January 2025. Legislative deadlines have not yet been released, but we will share them with you once they have been made public.

November 5 Election

As we noted in your last report, California voters will act on 10 propositions, including the climate and education bonds passed by the Legislature on November 5. As a reminder, the ballot for statewide propositions is as follows:

- Proposition 2: \$10 billion education bond.
- Proposition 3: Reaffirm the right of same-sex couples to marry.
- Proposition 4: \$10 billion climate bond.
- Proposition 5: 55% voter approval for local bonds (ACA 1 / ACA 10).
- Proposition 6: End indentured servitude in state prisons.
- Proposition 32: Raise the state minimum wage to \$18 an hour.
- Proposition 33: Allow local governments to impose rent controls.

- Proposition 34: Require certain health care providers to use nearly all revenue from Medi-Cal Rx on patient care.
- Proposition 35: Make existing tax on managed health care insurance plans permanent.
- Proposition 36: Increase penalties for theft and drug trafficking.

Recently, the Public Policy Institute of California conducted [polling](#) on the November ballot measures. We note some of the key findings below:

Proposition 4: Climate Bond – After reading the ballot title and label, 65 percent of likely voters would vote yes (33% no). Partisans are deeply divided, with 83 percent of Democrats and 64 percent of independents in support compared to 35 percent of Republicans.

Proposition 5: 55% voter approval for local bonds – Likely voters are divided on this legislative constitutional amendment, with 49 percent saying they would vote yes and 50 percent saying they would vote no.

Proposition 5

This measure is the result of an amended version of ACA 1, which C/CAG had long supported. Originally, ACA 1 proposed to reduce the voter threshold for local measures from two-thirds to 55 percent for special taxes, property related fees, and local bonds used to fund affordable housing and infrastructure. However, in mid-2024, largely driven by the BAHFA effort to pass a housing measure in November 2024, ACA 1 was amended by ACA 10 to limit the revenue mechanism to local bonds backed by ad valorem property taxes. If passed by the voters by a simple majority, Proposition 5 would lower the vote threshold for local bonds to 55 percent for the aforementioned purposes.

Regional Measure

As you are aware, SB 1031 (Wiener), the Bay Area regional measure to support transit and transportation, did not move forward in 2024. As a result, MTC convened a select committee made up of commissioners, stakeholders, and representatives of the Senators' offices to determine if there is a path forward for authorizing legislation that will obtain broad enough regional support to pass the Legislature in 2025 and pave the way for a ballot measure in 2026.

Bills of Interest

SB 925 (Wiener) City and County of San Francisco Merchandising Sales – SUPPORT

This bill would have authorized the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance included specified written findings, including, among other things, that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property within the City and County of San Francisco. Pursuant to this bill, the ordinance would have been required to be adopted by the City and County of San Francisco to, among other things, identify a local permitting agency that is responsible for administering a permit system. The bill would have also authorized the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after 2 prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months. ***This bill was held on the Suspense File in the Assembly Appropriations Committee.***

SB 960 (Wiener) Complete Streets Projects on the State Highway System – WATCH

This bill would require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan targets and measures reflecting state

transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities on each project. ***This bill was signed on September 27.***

SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation – OPPOSE UNLESS AMENDED

This bill would have served as the authorizing vehicle for the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. This bill would have also charged the California State Transportation Agency with developing a plan to consolidate the 27 transit agencies in the San Francisco Bay Area. Recent amendments to the bill include an "enhanced coordination" component alongside the current consolidation component. ***This bill was not heard in the Assembly Transportation Committee.***

AB 1837 (Papan) Bay Area Transit Coordination – SUPPORT

This bill would have created the Regional Network Management Council and would have required the Metropolitan Transportation Commission to facilitate the creation of the Council. ***This bill was not heard in the Senate Transportation Committee.***

AB 2503 (Lee) CEQA Exemptions for Railroad Electrification – SUPPORT

This bill would expand existing CEQA exemptions to include public projects for the institution or increase of other passenger rail service, which will be exclusively used by zero emission trains on existing public rights-of-way or existing highway rights-of-way. This bill is targeted at providing a CEQA exemption for catenary power systems. ***This bill was signed on September 27.***

AB 2824 (McCarty) Transit Employee Assaults – WATCH

This bill would have enhanced penalties for individuals who commit assault or battery against a public transit operator or employee. This bill would have also allowed transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association. ***This bill was not heard in the Assembly Public Safety Committee.***

Caltrain Bill Matrix as of 10/11/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 107 Gabriel D</p> <p>Budget Act of 2024.</p>	<p>This bill was signed by the Governor on June 26, 2024.</p>	<p>This bill would make appropriations for the support of state government for the 2024–25 fiscal year. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 173 Committee on Budget</p> <p>Transportation budget trailer bill.</p>	<p>This bill was signed by the Governor on July 2, 2024.</p>	<p>Among other related provisions, relative to matters most salient to the Caltrain, this bill would require the Secretary of Transportation to coordinate with the Department of Transportation and the California Transportation Commission to identify available funding in state transportation programs that may be used to support grade separation projects that were previously awarded funding under specified transportation programs but had that funding reverted pursuant to the Budget Act of 2024. The bill would require the Transportation Agency to prioritize, and would authorize the agency to directly allocate, the funding identified by that process, as available and appropriate, for those grade separation projects that are at risk of losing or failing to secure federal and local funding commitments, or that are at risk of approved project schedule delays, or both. The bill would require the secretary to report to the Legislature, on or before April 30, 2025, on any funding that the Secretary identified for impacted grade separation projects.</p> <p>This bill would expand the requirements of the accountability program to the distribution of funds appropriated to the Transportation Agency in the Budget Act from the Greenhouse Gas Reduction Fund for purposes of the formula-based component of the Transit and Intercity Rail Capital Program. The bill would also require a regional transportation planning agency to submit an updated regional short-term financial plan and updated transit operator data to the Transportation Agency in order to receive moneys governed by the accountability program in the 2025–26 fiscal year, and to submit updated transit operator data to the Transportation Agency in order to receive moneys governed by the accountability program in the 2026–27 and 2027–28 fiscal years. The bill would authorize the Transportation Agency to modify the guidelines for the distribution of those funds for each of these 3 fiscal years by specified dates.</p> <p>This bill would appropriate \$100,000,000 from the General Fund to the Department of Transportation to support the Active Transportation Program with the funds to be allocated by the commission, as specified. Upon signature from the Governor, this bill would take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill was signed by the Governor on September 22, 2024.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2025, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>This bill was signed by the Governor on July 15, 2024.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 1879 Gipson D Property taxation: filing.	This bill was signed by the Governor on September 12, 2024.	The California Constitution provides for the taxation of property and establishes the State Board of Equalization to administer those taxes. Existing property tax law, pursuant to constitutional authorization, sets forth procedures for imposing and collecting taxes on property in the state. Existing law requires a person owning taxable personal property, as specified, to file annually a signed property statement declared to be true under the penalty of perjury with the assessor. Existing law authorizes a property statement to be filed with the assessor through the United States mail, properly addressed with postage prepaid. This bill would instead authorize the statement to be filed through the United States mail provided it is mailed in a manner that includes a postmark and is properly addressed with postage prepaid, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 1890 Patterson, Joe R Public works: prevailing wage.	This bill was vetoed by the Governor on September 29, 2024.	Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department, within 30 days, if there is a change in the identity of a contractor or subcontractor performing the project or, if the total amount of the contract change exceeds specified thresholds. The bill would exempt projects of awarding bodies operating labor compliance programs that are approved and monitored by the department and covered by a valid project labor agreement. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1904 Ward D Transit buses: yield right-of-way sign.	This bill was signed by the Governor on September 25, 2024.	Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2192 Carrillo, Juan D Public agencies: cost accounting standards.	This bill was signed by the Governor on September 25, 2024.	Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other related provisions and other existing laws.	Watch
AB 2302 Addis D Open meetings: local agencies: teleconferences.	This bill was signed by the Governor on September 22, 2024.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2325 Lee D San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment.	This bill was signed by the Governor on July 15, 2024.	Existing law establishes the San Francisco Bay Area Rapid Transit District, governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Under existing law, the officers of the district consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Existing law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Existing law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager. This bill would eliminate the positions of the treasurer and controller, would create the position of the chief financial officer subject to appointment and removal by the general manager, would transfer all of the duties previously assigned to the treasurer to the chief financial officer, and would make other related changes in this regard. The bill would authorize the general manager to designate other financial personnel to undertake any of the duties or responsibilities assigned to the chief financial officer.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 2455 Gabriel D</p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill was signed by the Governor on September 25, 2024.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the auditor or controller to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper government activity, existing law authorizes a city or county auditor or controller to conduct an investigative audit of the matter, as specified. Existing law requires the identity of the individual or individuals reporting the improper government activity and the subject employee or employees to be kept confidential, except as specified. Existing law defines “fraud, waste, or abuse” to mean any activity by a local agency or employee that is undertaken in the performance of the employee’s official duties, as described, that is in violation of any local, state, or federal law or regulation relating to, among other things, corruption. This bill would also authorize a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity, and would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity. The bill would instead authorize a city or county auditor or controller, or auditor’s or controller’s designee, to conduct an investigative audit of the matter upon receiving specific information that an employee or local government has engaged in a fraud, waste, or abuse or improper governmental activity, as specified. The bill would also require the identity of the individual or individuals reporting the fraud, waste or abuse and the subject employee or employees to be kept confidential, except as specified. The bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would revise the definition of “fraud, waste, or abuse” to also define “improper governmental activity,” and expand the scope of those terms to include activity by a local agency, employee, or contractor or subcontractor. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2503 Lee D</p> <p>California Environmental Quality Act: exemption: passenger rail projects.</p>	<p>This bill was signed by the Governor on September 27, 2024.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Existing law requires the lead agency, if it determines that a transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located. This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission trains, located entirely within existing rail rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2024</p>
<p>AB 2553 Friedman D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill was signed by the Governor on September 19, 2024.</p>	<p>Existing law, the California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 2561 McKinnor D Local public employees: vacant positions.	This bill was signed by the Governor on September 22, 2024.	Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations and to consider fully presentations that are made by the employee organization on behalf of its members before arriving at a determination of policy or course of action. This bill would, as specified, require a public agency to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year, and would entitle the recognized employee organization to present at the hearing. If the number of job vacancies within a single bargaining unit meets or exceeds 20% of the total number of authorized full-time positions, the bill would require the public agency, upon request of the recognized employee organization, to include specified information during the public hearing. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings. This bill contains other related provisions and other existing laws.	Watch
AB 2661 Soria D Electricity: Westlands Water District.	This bill was signed by the Governor on September 25, 2024.	The California Water District Law provides for the establishment of water districts and authorizes a district to construct, maintain, and operate plants for the generation of hydroelectric energy and transmission lines for the conveyance of the hydroelectric energy. Existing law merged the former West Plains Water Storage District into the Westlands Water District, and provides for the operation of the Westlands Water District. This bill would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district's own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report. The bill would require the district to establish a community benefits agreement plan for a specified electrical infrastructure development plan and related transmission and other electrical projects, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Westlands Water District.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2669 Ting D Toll bridges: tolls.	This bill was signed by the Governor on September 25, 2024.	Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.	Watch
AB 2712 Friedman D Preferential parking privileges: transit-oriented development.	This bill was signed by the Governor on September 22, 2024.	Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents or visitors of the development project that grants preferential parking privileges. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households. This bill contains other related provisions and other existing laws.	Watch
AB 2715 Boerner D Ralph M. Brown Act: closed sessions.	This bill was signed by the Governor on September 14, 2024.	Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2813 Aguiar-Curry D Government Investment Act.	This bill was signed by the Governor on July 18, 2024.	(1)Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs, that are affordable to households earning up to 150% of countywide median income. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety facilities, infrastructure, and equipment. The bill would define “public infrastructure” to exclude the construction, reconstruction, rehabilitation, or replacement of a sports stadium or arena where the majority of the use of the facility is for private ticketed activities. The bill would prohibit ACA 1 bonded indebtedness from being used for the acquisition or lease of any real property that has, at the time of acquisition or lease, been improved with one to 4 dwelling units, except as specified. The bill would also prohibit any ACA 1 bonded indebtedness, when added to existing bonded indebtedness of a local government, from exceeding the applicable statutory limit on the maximum amount of bonded indebtedness that a local government is authorized to incur. This bill contains other related provisions and other existing laws.	Watch
AB 2854 Irwin D Bradley-Burns Uniform Local Sales and Use Tax Law.	This bill was signed by the Governor on September 28, 2024.	The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website, as prescribed. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2879 Lackey R High-Speed Rail Authority: contracting.	This bill was signed by the Governor on September 14, 2024.	The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. This bill, notwithstanding the authority's ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority.	Watch
AB 3177 Carrillo, Wendy D Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.	This bill was signed by the Governor on September 22, 2024.	Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station, as specified. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a transit priority area, as specified, for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define "transit priority area" as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill would prohibit a local agency from imposing a land dedication requirement, as defined, on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width. The bill, notwithstanding that prohibition, would authorize a local agency to, among other things, impose a land dedication requirement on a housing development if the housing development is not located in a transit priority area and the housing development has a linear street frontage of 500 feet or more. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
ACA 10 Aguiar-Curry D Local government financing: affordable housing and public infrastructure: voter approval.	This measure was signed by the Governor on June 27, 2024.	Assembly Constitutional Amendment No. 1 of the 2023–24 Regular Session (ACA 1) would, if adopted by the people, amend Section 4 of Article XIII A, Section 2 of Article XIII C, and Section 3 of Article XIII D of, and would add Section 2.5 of Article XIII C to, the California Constitution, relative to local finance. Under these provisions, ACA 1 would condition the imposition, extension, or increase of a sales and use tax or transactions and use tax imposed in accordance with specified law or a parcel tax by a local government for the purposes of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, on the proposition proposing that tax being approved by a majority vote of the membership of the governing board of the local government and by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements. ACA 1 would also make conforming changes. This measure would remove the above-described provisions of ACA 1 relating to special taxes and make conforming changes in other provisions of ACA 1. The measure would direct the Secretary of State to make those amendments in ACA 1. This bill contains other related provisions and other existing laws.	Watch
SB 532 Wiener D Parking payment zones.	This bill was signed by the Governor on September 28, 2024.	Existing law allows a local authority to establish parking meter zones and fix the rate of fees for those zones by ordinance. Existing law prohibits a local authority from requiring payment of parking meter fees by a mobile device, as specified. This bill would instead authorize, until January 1, 2033, in the City and County of San Francisco, City of Long Beach, and City of Santa Monica, a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash. The bill would also authorize the local authority in the City and County of San Francisco, City of Long Beach, and City of Santa Monica to operate the above-described parking zones for 5 years following the date of creation, in each of the respective entities, of the first mobile device parking payment zone, or until January 1, 2033, whichever is sooner. The bill would specify that a civil fine for parking in a zone that requires payment by mobile device and lacks a parking meter is 1/2 of the civil fine for failing to pay for metered parking. The bill would require a local authority to consult with specified stakeholders in the development of the plan and would require a local authority that adopts a plan and implements a mobile device parking payment zone to provide to its governing body and the Legislature a specified evaluation of the impact of all mobile device parking payment zones implemented by the local authority on equity, accessibility, and costs.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 537 Becker D</p> <p>City or County of Los Angeles: memorial to forcibly deported Mexican Americans and Mexican immigrants.</p>	<p>This bill was signed by the Governor on September 28, 2024.</p>	<p>Existing law provides for various memorials and monuments on the grounds of the State Capitol. Existing law requires the Department of General Services to maintain state buildings and grounds. Existing law, the Apology Act for the 1930s Mexican Repatriation Program, makes findings and declarations regarding the unconstitutional removal and coerced emigration of United States citizens and legal residents of Mexican descent, between the years 1929 and 1944, to Mexico from the United States during the 1930s "Mexican Repatriation" Program. Existing law expresses the apology of the State of California to those individuals who were illegally deported and coerced into emigrating to Mexico and requires that a plaque to commemorate those individuals be installed and maintained by the Department of Parks and Recreation in an appropriate public place in the City or County of Los Angeles. This bill would authorize a nonprofit organization representing Mexican Americans or Mexican immigrants to enter into negotiations to plan, construct, and maintain a memorial to Mexican Americans and Mexican immigrants who were forcibly deported from the United States during the Great Depression, as provided. The bill would require the memorial to be located at an appropriate public place in the City or County of Los Angeles. The bill would require the nonprofit organization to enter into negotiations with the Department of General Services and the state agency with jurisdiction over the state property where the memorial is proposed, where applicable, if the nonprofit organization proposes to locate the memorial on state property. The bill would require the nonprofit organization to submit a plan for the memorial to the department and the applicable state agency for review and approval. The bill would require these provisions to be funded exclusively through private sources. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 904 Dodd D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill was signed by the Governor on September 28, 2024.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties and would require the district to reimburse the counties upon request for the incremental cost of submitting the measure to the voters, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. The bill would require the district to obtain coverage for the district and its employees under the appropriate federal and state workers' compensation, unemployment compensation, and disability and unemployment insurance laws, instead of only under laws of this state. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1098 Blakespear D</p> <p>Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>This bill was signed by the Governor on September 27, 2024.</p>	<p>Existing law establishes the Department of Transportation in the Transportation Agency. Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill would also require the Secretary of Transportation, with technical and subject matter assistance from the Secretary for Environmental Protection and the Secretary of the Natural Resources Agency, to submit a report to the Legislature regarding the LOSSAN Rail Corridor that includes specified information no later than 2 years after an appropriation is made by the Legislature for purposes of this report. The bill would also require the Secretary of Transportation, in coordination with stakeholders responsible for operating rail services along the LOSSAN Rail Corridor, to submit a report to the Legislature on the performance of the LOSSAN Rail Corridor no later than 3 years after an appropriation is made by the Legislature for purposes of this performance report and biennially thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1321 Wahab D</p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill was signed by the Governor on September 22, 2024.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including fostering retention of high-wage, high-skilled jobs in manufacturing. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state's manufacturing workforce. This bill would also include in the above-described goals, among other things, promoting the hiring, training, and advancement of disadvantaged, marginalized, and underrepresented workers. The bill would authorize projects funded under the above-described provisions to include programs to provide training through apprenticeship programs that are registered with the Division of Apprenticeship Standards. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 1509 Stern D Negligent Operator Treatment (NOT) in California Act.	This bill was vetoed by the Governor on September 22, 2024.	Existing law prohibits driving a vehicle upon a highway at a speed greater than is reasonable or prudent. Existing law also prohibits driving a vehicle in excess of an established speed limit. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver's record for purposes of suspension or revocation of the privilege to drive. This bill, the Negligent Operator Treatment (NOT) in California Act, would, commencing on January 1, 2027, prohibit excessively speeding, defined as driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicles of 55 miles per hour or less. The bill would provide that a conviction for excessively speeding is punishable as an infraction and one point shall be assessed against a driver's record for a first violation and 2 points for any subsequent violation that occurs within 3 years after a previous violation for which the driver was convicted. This bill contains other existing laws.	Watch

Caltrain Federal Report October 2024

Congressional Update

President Biden Signs Continuing Resolution

- On September 26, President Biden signed a Continuing Resolution (CR) that maintains current funding levels through December 20, 2024. The bill includes \$231 million in extra funding for the Secret Service to protect presidential candidates.
- House Republicans reached a deal on September 22 to avoid a government shutdown after Speaker Mike Johnson was unable to pass his CR, which included the SAVE Act. The bill would require proof of citizenship to vote in federal elections. Nearly all Democrats joined some Republicans in opposing the measure.
- The current CR was crafted in negotiations with House Republicans and Democrats and was stripped of partisan policies, resulting in some House Republican opposition.

Administration Update

Commerce Department Announces New Proposed Restrictions on Russian and Chinese Transportation Technology

- On September 23, the Department of Commerce [announced](#) a proposed rule that would ban the import and sale of Chinese and Russian vehicles and specific hardware and software components that enable connectivity. The proposed rule targets vehicles' hardware and software that allows integration of Wi-Fi, Bluetooth, cellular, or satellite systems.
- The proposed rule would prohibit the import or sale of certain connected vehicle systems designed, developed, manufactured, or supplied by entities with a sufficient nexus to China or Russia. Software prohibitions would take effect for Model Year 2027, and the prohibitions on hardware would take effect for Model Year 2030.
- The proposed rule would apply to all wheeled on-road vehicles such as cars, trucks, and buses. Commerce Department officials and the White House cited national security concerns in their decision behind the proposed rule, fearing that certain vehicle technology can allow outside actors to track users.

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FTA Issues General Directive on Transit Worker Safety

- The Federal Transit Administration (FTA) issued a general directive requiring transit agencies subject to FTA's Public Transportation Agency Safety Plans (PTASP) Final Rule to take new steps to inform FTA of the current state of transit worker safety.
- Under the general directive, agencies will be required to conduct a safety risk assessment, identify safety risk mitigations or strategies, and provide information to FTA on how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers. If an agency's risk assessment reveals an "unacceptable" level of risk of assaults on transit workers, they must identify strategies to protect their workers further.
- Agencies must provide FTA with the required information within 90 days on how they are protecting transit workers. In the general directive, FTA reminds agencies that they may use Urbanized Area Formula Grants (Section 5307), State of Good Repair (Section 5337), and Bus and Bus Facilities (Section 5339) funds for the implementation of a Safety Management System used for the risk assessment.

FRA Announces Federal-State Partnership Funding Opportunity

- On October 1, the Federal Railroad Administration (FRA) released a Notice of Funding Opportunity (NOFO) for the [Federal-State Partnership for Intercity Passenger Rail Program](#) for projects not located on the Northeast Corridor. The Federal-State Partnership program provides grants to modernize and expand intercity passenger rail.
- Over \$1 billion is available in funding for projects that will establish new intercity passenger and high-speed rail service, improve existing service performance, and replace or rehabilitate rail infrastructure. Additionally, projects improving intercity passenger rail safety, reliability, and performance, including project planning, are eligible for funding.
- All applications are due on December 16, 2024, by 11:59 p.m. EST.

DOT to Release PROTECT Grant Program on October 16

- The Department of Transportation (DOT) is expected to release the NOFO for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program on October 16.
- The Bipartisan Infrastructure Law (BIL) established the PROTECT Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through the support of planning activities, resilience improvements, community resilience, and evacuation routes, and at-risk coastal infrastructure.

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- The PROTECT Discretionary Grant Program provides \$1.4 billion in contract authority over five years (FY22 – FY26) through competitive grants to State DOTs, metropolitan planning organizations, local governments, Indian tribes, Territories (At-Risk Coastal activities) and other eligible entities. The department will fund projects that address climate change by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.

Round-Up of Open Grant Opportunities

- [FY24 Federal-State Partnership for Intercity Passenger Rail Grant Program](#). \$1.057 billion available. All applications due December 16, 2024.

**CITIZENS ADVISORY COMMITTEE (CAC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

DRAFT MINUTES OF OCTOBER 16, 2024

MEMBERS PRESENT: D. Albohm, P. Leung (arrived at 5:44pm), A. Lohe (arrived at 5:44pm), M. Pagee (Alternate, arrived at 6:10pm), R. Sarathy (arrived at 6:10pm), P. Wickman (Alternate), A. Brandt (Vice Chair), B. Shaw (Chair)

MEMBERS ATTENDED VIA TELECONFERENCE: R. Kutler

MEMBERS ABSENT: D. Hernandez (Alternate)

STAFF PRESENT: J. Hogan, T. Huckaby, M. Meader, J. Navarrete

Chair Brian Shaw called the meeting to order at 5:40 pm and led the Pledge of Allegiance.

APPOINTMENT OF CAC MEMBER

- Peter Wickman (Alternate), San Francisco County

Chair Shaw introduced Mr. Wickman and Mr. Wickman provided a brief background of his interest in Caltrain.

CONSIDERATION OF REQUESTS

Chair Shaw noted that Member Kutler participated under emergency circumstances.

APPROVAL OF MEETING MINUTES OF SEPTEMBER 18, 2024

September 18, 2024, amended with the following:

- Include Appendices A and B requested of the Capital Improvement Plan
- Update to San Francisquito Creek Bridge Project
- Update to Lost Fare Evasion Violations
- Include suggestion for delivery acceptance procedure to inspect trains upon arrival for wheel flat spots
- Include the automatic information overstated train delays

Motion to approved minutes as amended/Second: Brandt/Pagee

Ayes: Albohm, Brandt, Kutler, Leung, Lohe, Pagee, Shaw

Abstain: Wickman

Absent: Sarathy, Hernandez

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Jeff Carter shared his experience with the new electric trains and commented on the SamTrans head signs, marketing for the new trains, and agreed that the meeting minutes from September 18 were brief.

Aleta Dupree, Team Folds, shared her experience with the new electric trains, suggested expanding the Clipper system and updating the visual messaging signage to include more accurate real time information.

Kris Linqvist commented about using Discord for Bay Area transit, which has a Caltrain chat room.

CHAIRPERSON'S REPORT

Chair Shaw reported that he resigned from Stanford and his commitment to the committee remains unchanged and working with Vice Chair and staff to limit agendas to two items per month.

APPROVAL OF THE 2025 CAC MEETING CALENDAR

Motion/Second: Leung/Brandt

Ayes: Albohm, Brandt, Kutler, Leung, Lohe, Pagee, Sarathy, Shaw, Wickman

Abstain: None

Absent: Hernandez

CALTRAIN SAFETY QUARTERLY UPDATE

Mike Meader, Chief Safety Officer, provided the presentation which included the following:

- Safety Culture Enhancements - raise awareness from a risk and safety perspective
- Nine reportable injuries versus 17 last year. Still trying to address vehicle track incursions
- Looking at more efficient way to improve safety at grade crossings. Stepped up police enforcement activity
- Removed or pruned over 1,000 trees along alignment in high-risk areas
- Continue to work with cities on issues around grade crossings and suicide prevention

The Committee Members had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Signs at crossings indicating vehicle code and fines for parking on tracks to deter violations
- Fines may act as deterrents and could work for rail crossings
- Explore camera-based enforcement as cameras would prevent violations before they happen
- Traffic signal preemption to clear tracks before gates activate, improving vehicle safety at crossings
- Use anti-trespass panels to prevent vehicles from driving onto tracks accidentally
- Train horn noise complaints in San Mateo linked to construction

- Pedestrian and Vehicle Incidents
- Request for detailed data on pedestrian strikes (mileposts and dates) to understand incident patterns

Public Comment

Doug DeLong commented on recent safety visibility improvements, noting limited significant changes and requested clarification on the term "RailSentry".

Jeff Carter commented on the Broadway crossing, tree trimming efforts, the high voltage signage at bridges and overpasses and transit agency participation in the earthquake drill.

Mr. Meader explained the RailSentry system.

PRELIMINARY REPORT ON MARKETING AND OUTREACH

Taylor Huckaby, Deputy Chief, Communications, provided the presentation which included the following:

- APC (automatic passenger count) have not been validated on new trains yet
- First time using (social media) influencer marketing
- Biggest campaign, Go Faster. Go Caltrain, promoted electric transformation that spanned digital print and broadcasted mediums media. Ensured broad visibility engagement across various channels
- Different folks worked both digitally and in the real world, for all marketing efforts
- Billboard on the north and southbound 101 freeway with over 4.5 million impressions and counting
- 33 percent website boost since the campaign launched, compared to the previous period

The Committee Members had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Social media, print, and billboards use. Engagement with influencers and social media for promoting new electric trains in the Bay Area
- High attendance and enthusiasm during Caltrain's events
- Negative feedback during the initial weeks of the new train schedule related to service disruptions due to external factors of power outages and heat waves
- Proactive digital communications team addressing negative comments and sharing timely information about service disruptions
- Importance of marketing to different demographics including infrequent and frequent riders
- Market research and focus groups help shape marketing strategies by targeting specific rider groups based on their travel motivations and demographics
- Promotions and weekday marketing initiatives suggestions to further boost ridership
- Recognition of success in attracting new riders from unexpected demographics

Public Comment

Jeff Carter commented on the marketing campaign efforts, electrified service celebrations, Clipper and TVMs (ticket vending machines) free fares discrepancy, bike cars seating, and bike capacity at 22nd Street station.

Doug DeLong commented on electrified service celebrations and Caltrain social media service promotions.

STAFF REPORT

John Hogan, Chief Operating Officer, provided the report that included the following:

- Low on-time performance (OTP) in September due to several incidents including vandalism and theft
- Extreme weather conditions of 100-degree temperatures impacted service
- Current OTP is in the high 80s which is below expectations but better than previous performance.
- Identified issues include potential schedule adjustment, Positive Train Control (PTC) Failures, mechanical delays, and operational adjustments

The Committee Members had a discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Electric trains transition challenges and on time performance and delays
- Bike boarding station signage, Mini-high platforms adjustments, and train horns

Public Comment

Doug DeLong commented on the issue of copper theft and the train ride experience.

Mr. Hogan responded that staff is resurfacing every week.

Jeff Carter expressed concerns about copper theft, real-time visual messaging, train delays, horn noise, and reduction in single tracking.

COMMITTEE COMMENTS – There were none.

DATE, TIME, AND LOCATION OF NEXT REGULAR MEETING

November 20, 2024, at 5:40 pm, via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

ADJOURNMENT

Meeting adjourned at 7:59 pm